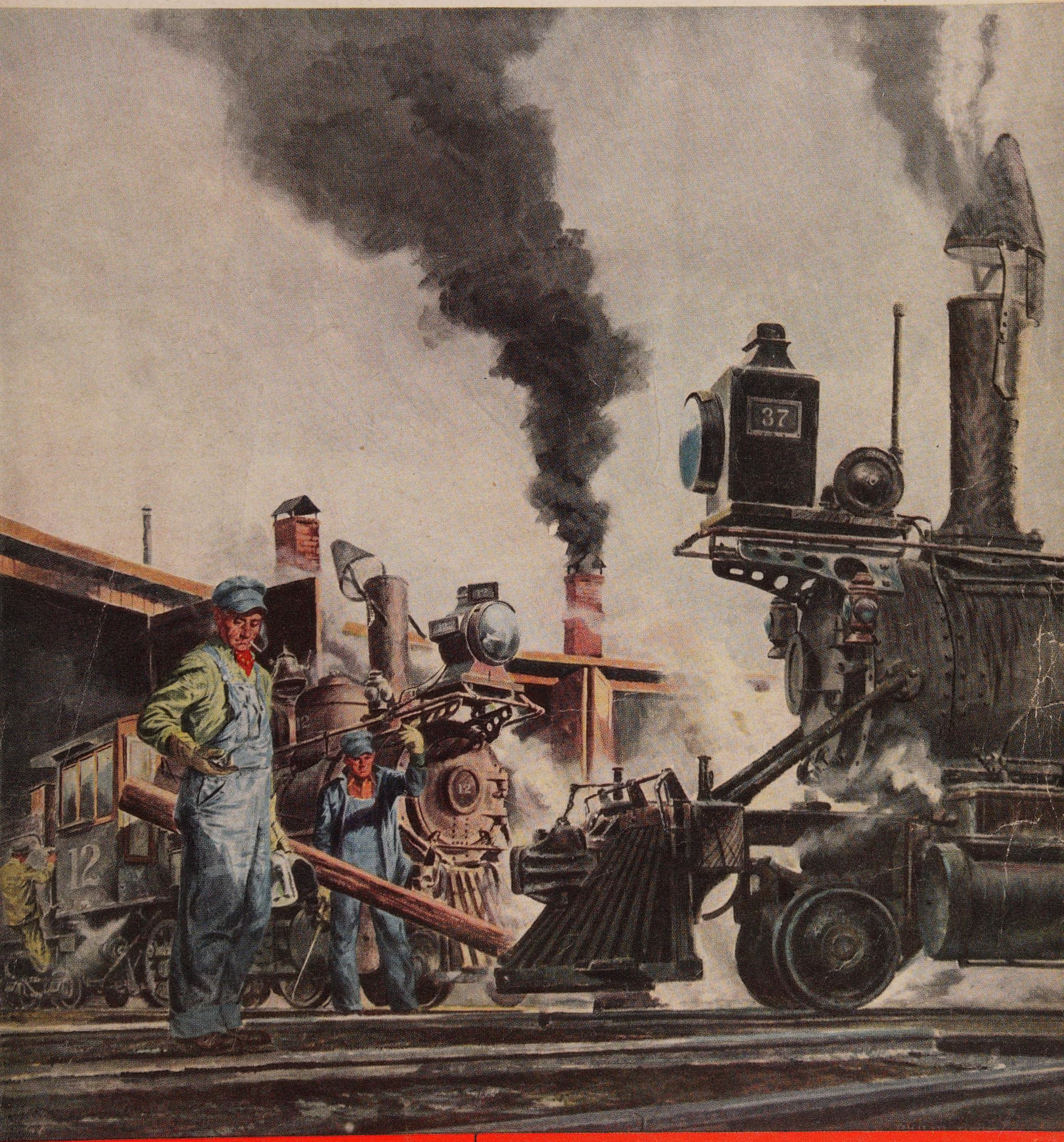
RAILROAD

MAGAZINE | MAY 50c



Merry-Go-Round

THE STORY OF TURNTABLES IN THE STEAM AND DIESEL ERAS

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MAN
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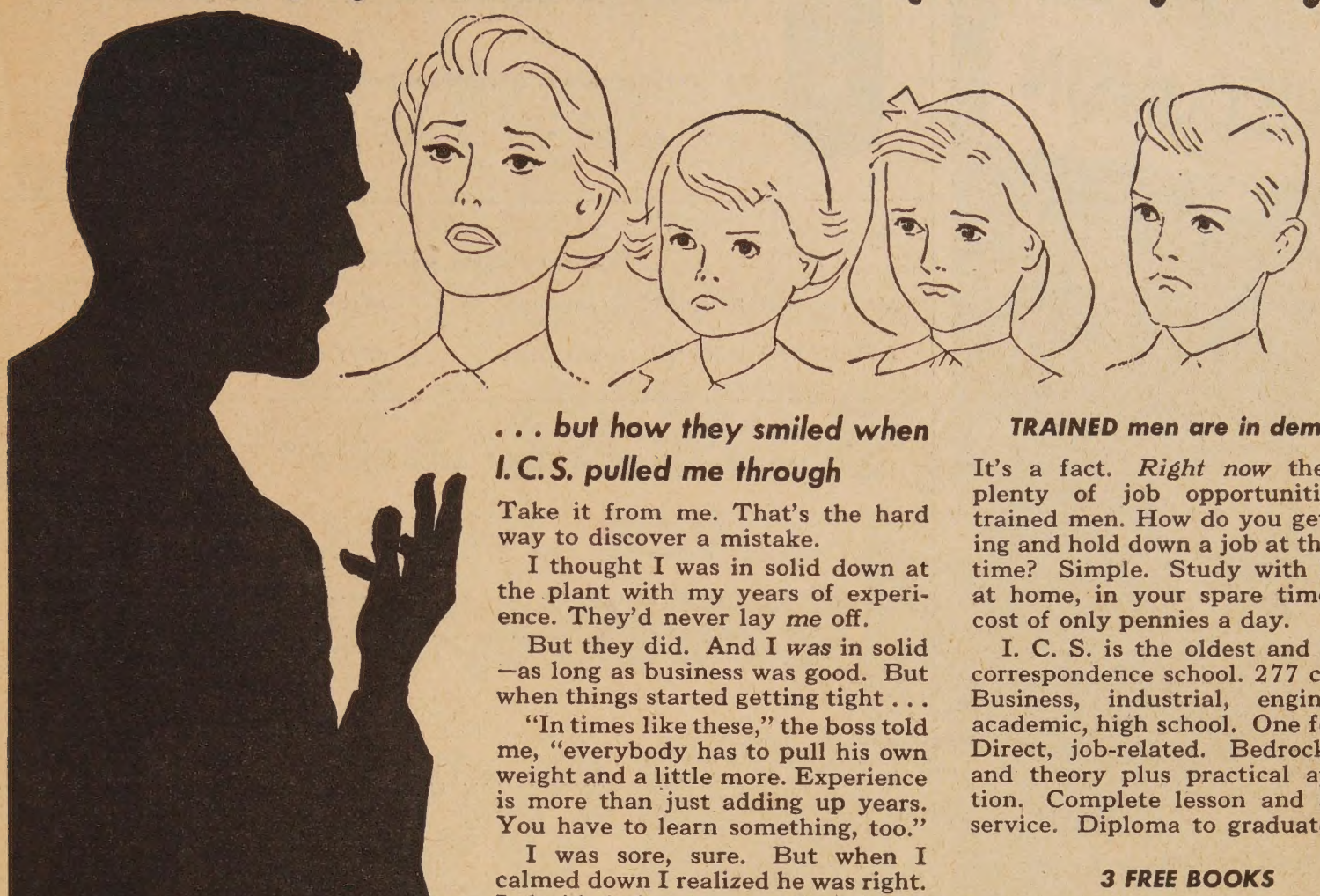

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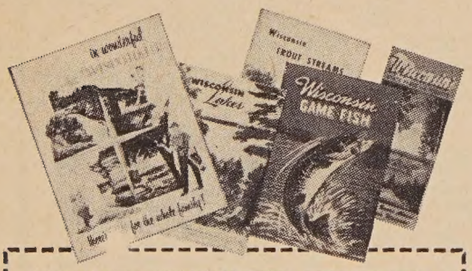

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The Magazine of Adventurous Railroading—Founded 1906

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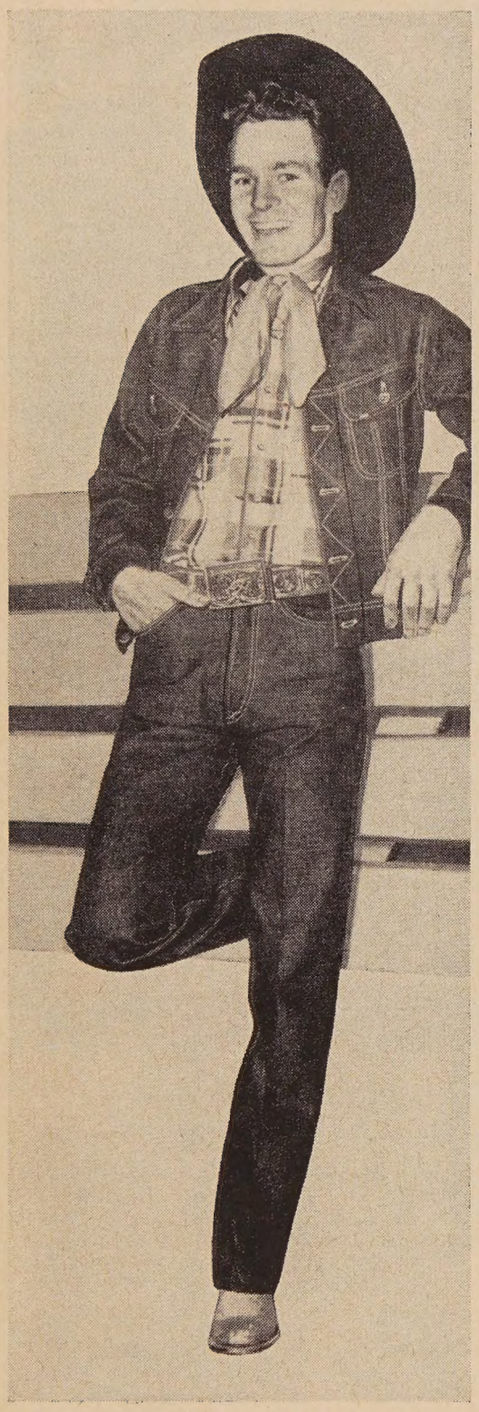

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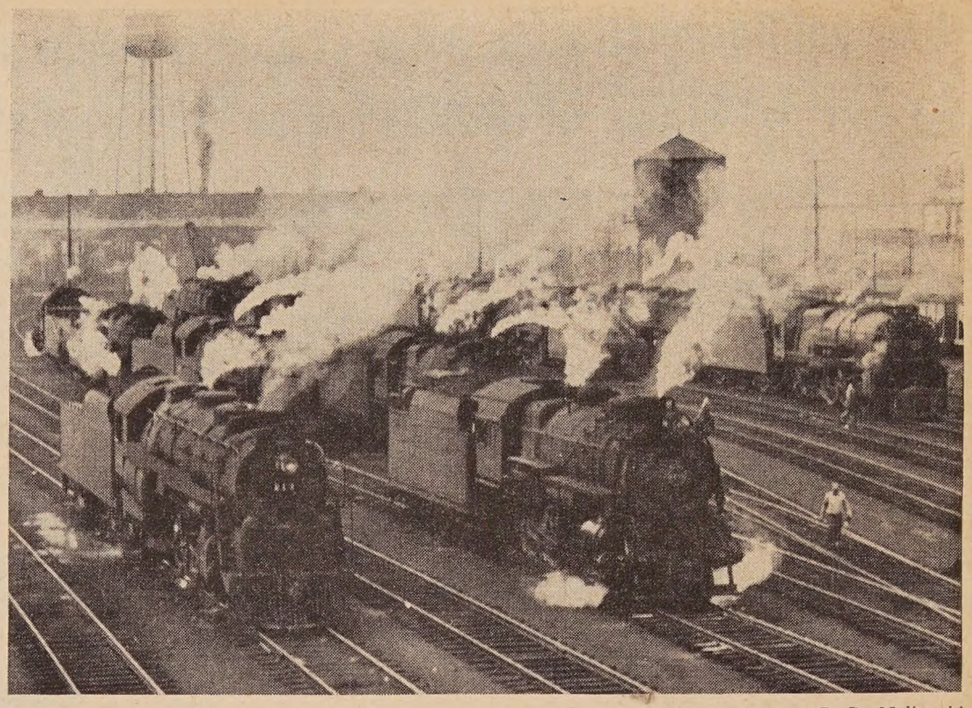

R. R. Malinoski

You might guess that this shot of the Pennsylvania-Reading Seashore Lines engine terminal at Camden N. J., is an old one. Actually, it was taken last August 27th. In the foreground you see Reading 213 and Pennsy 7795.

MAIL CAR

Running Orders, Waybills, and Sandhouse Gossip—from Railroaders, Fans, and the Editorial Crew

Josephine Cole

THE ONLY woman employed on Southern Pacific's narrow-gage line between Keeler and Laws, Calif., in the Mojave Desert, is Josephine Cole, freight clerk at Owenyo. Two others in the family work for the SP at Owenyo: her father, the section boss, and her brother, a gandy dancer. The father has been with the SP for 40 years. In 1925, when Josephine was born in the section house at Zurich, Calif., he was a section hand.

The girl began drawing SP pay checks regularly at age 16 in Zurich, $5.82 a month. Her job was to go to the Blue Star Mill, learn how many freight cars were to be forwarded each day to Owenyo, and phone the agent from the section house. In 1944 she became a clerk at Owenyo and has been there ever since.

Besides checking the freight yard daily, sealing cars, keeping traffic records of commodities transferred at Owenyo, handling daily reports, filing tariffs, and cleaning up the depot, Josephine pulls out splinters for the men and treats other minor ailments.

The men think the world of this girl. "Without her," they say, "the narrow-gage would never be the same."

Josephine *was* married, is now single. She has a three-year-old daughter, Charlotte. Her hobbies include collecting train photos and cooking recipes. She is also a good cook. Having been associated for years with narrow-gage steam engines, she still feels sentimental on the subject but is getting to like the "little giant" diesel which replaced them. •

THIS MONTH'S front cover shows a bit of the old narrow-gage Colorado & Southern roundhouse and turntable at Como, Colo., as they might have looked in 1915. It was painted by Philip A. Ronfor, Woodcrest Rd., RFD 1, Boonton, N. J., who also made the Ektachrome on our January cover.

The painting was reproduced in M. C. Poor's book, *Denver, South Park & Pacific,* published by the Rocky Mountain Railroad Club in a limited

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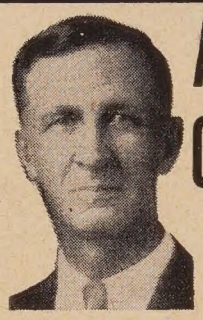

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"Fix sets part time in my shop. Made about $500 first three months of the year. Could have more but this is about all I can handle."—Frank Borer, Lorain, Ohio

"I've come a long way in Radio and Television since graduating. Have my own business on Main Street."—Joe Travers, Asbury Park, New Jersey.

"I didn't know a thing about Radio. Now have a good job as Studio Engineer at KMMJ."—Bill Delzell, Central City, Nebraska.

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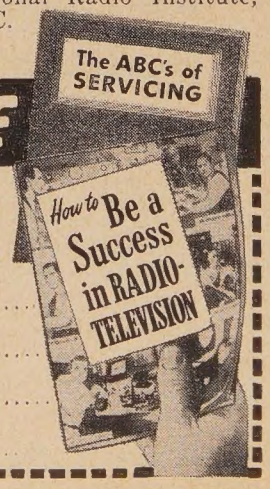

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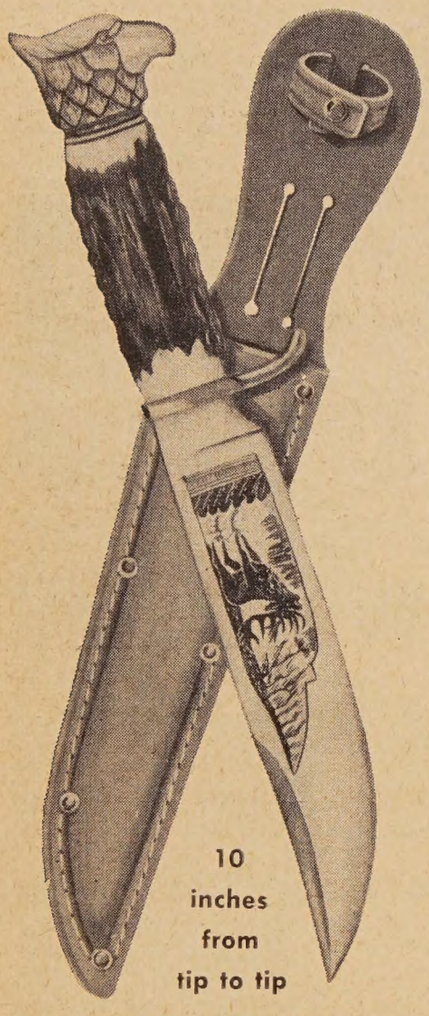

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edition. Copies of this large volume have become so rare that they are now valued at $100 apiece. The canvas is on exhibition in the Narrow Gauge Museum at Alamosa, Colo., founded by Bob Richardson and Carl Helfin.

The Cooke engines it shows are C&S Nos. 12 and 37. The former was originally Colorado Central No. 14, built in 1884. She became UPD&G Nos. 7 and 107 before renumbering by the C&S. The other engine, built in 1883, was originally Denver, South Park & Pacific No. 41, then Denver, Leadville & Gunnison 198, and finally C&S 37.

"Both old girls had been scrapped by 1923," says Phil Ronfor, "but they put in many useful years during the greatest days of the South Park Line."

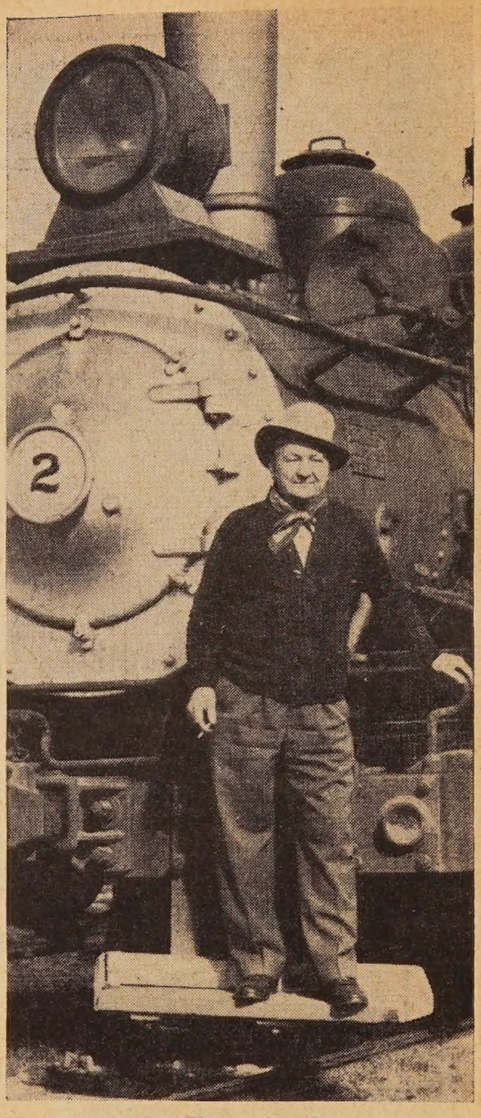
Phil is the son of a Pennsy freight traffic veteran. At age 11, riding on his father's passes, he rail-toured some of Colorado's famous narrow-gage lines. Since then, Colorado has been his favorite state, and narrow-gages his main hobby. There is nothing he likes better than to photograph trains. •

NEW JERSEY TAXES, which are higher than those imposed by any other state, are forcing the Pennsylvania Railroad to rip up trackage and return to Princeton University 15 acres of land that the road had been using for yard tracks. As we go to press, the Pennsy is removing one of its two main tracks between Princeton Junction and Princeton, and nearly three miles of Princeton yard tracks.

"In view of the exorbitantly high taxes we must pay in New Jersey on all our property," says Park M. Roeper, New York Division super, "it is essential that moves like this be made wherever possible to reduce this serious drain on our income. Each year we have been paying the state $10,000 in taxes on our Princeton branch."

Twenty-five years ago the Pennsy would run as many as 44 special trains into the Princeton yards, carrying 20,000 people to a single football game. In recent years the figures for a major game have dwindled to 3 or 4 trains and 1200 passengers. But did New Jersey's taxes on railroad property drop as a result? Not at all. They went up. So the Pennsy is finally doing something about it. •

HAYWIRE MAC'S boomer lore prompts Dave Collins, 380 Beatty Ave., Verdun, Que., Canada,



Haywire Mac (Harry McClintock) used to work on the *Betsy*, built in '88, Outer Harbor Terminal Ry., San Pedro, Calif.

to write: "God bless you, Mac! Keep up the good work! I am an oldtimer who lived through the period you write about and, like you, escaped with all my fingers from coupling boxcars with the link and pin. It almost cost me my job when I had to tell a superintendent that I was a member of the Order of Railroad Trainmen."

Mac's nostalgic "Service Letters" (Feb. issue) recalls old memories to ex-boomer William M. Cadmus, 2355 Austin Highway, San Antonio 9, Texas, "memories of bygone days when the yardstick of a railroad official's success was his firing record."

"It seems," he says, "that Mac started railroading the same year I did, 1902. Wage scales then for brakies was $2.30 per ten hours on passenger or 100 miles for freight, and $2 for locals. Yard herders pulled down $2.75 on the day shift, $2.38 nights. Flagmen got ten cents more per day than head-end shacks. A short day (six hours) netted you $1.38." •

STEAM is still king on Canadian rails, exults Allan Appleby, 4826 Western Avenue, Westmount, Que., Canada.

"All Canadian National crack trains originating in Montreal are, I believe, whistle-equipped," he writes, "but the Canadian Pacific has some horn-honkers. Recently I saw what looked like a CPR tintype job (diesel) approaching Westmount station, with great smoke clouds billowing from the top. That was amazing. As she pulled in, I saw what was cooking. Coupled behind the big passenger diesel was a heavy Pacific-type steamer, which seemed to be not only pulling the train but also pushing the tin. Upon inquiry, I learned that the tintype had gone dead after a short haul—it was a damp day—and old faithful had come to the rescue." •

BRITAIN'S King George V was riding a special train when someone pulled the emergency cord and it stopped suddenly, according to Harold Helfer, Washington, D. C. Detectives, suspecting a plot against the King, fanned out to investigate. They found a small boy slowly walking the track, and questioned him.

"I pulled it," he said, "to stop the train so I could get back my three shillings. The car window was open and they fell out."

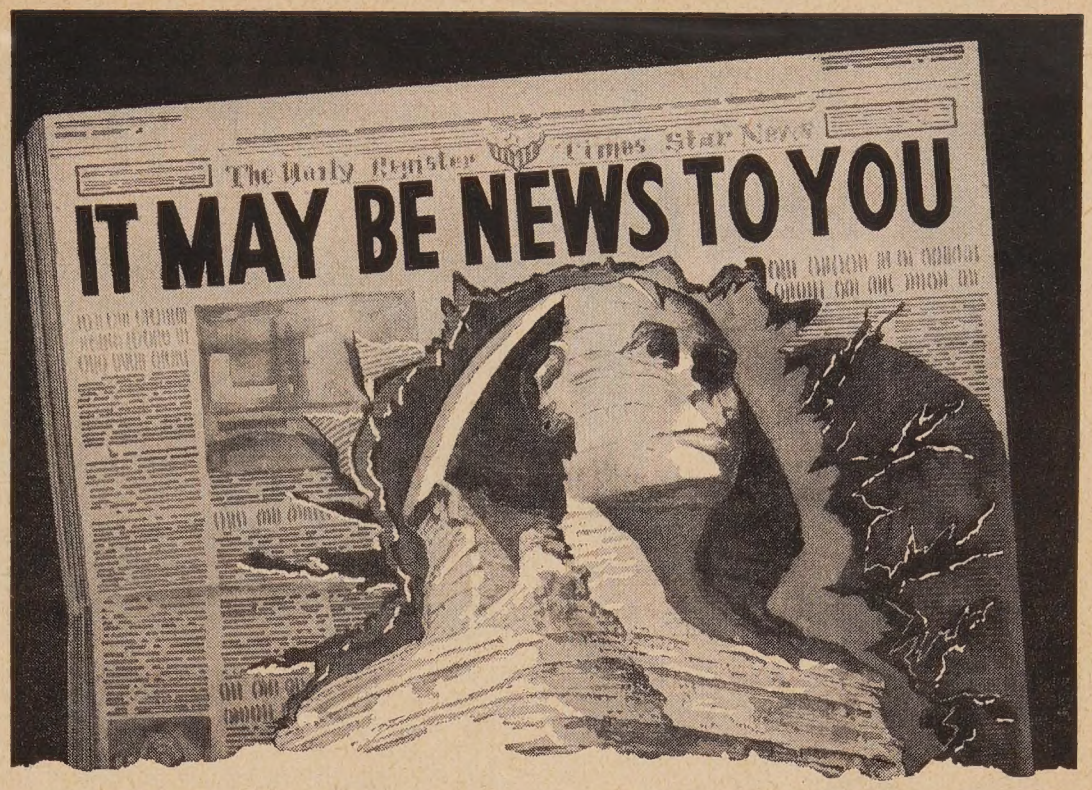
The story goes that King George sent for the lad, smilingly gave him money to repay his loss, and asked, "Do you mind if we proceed now?"

More recently, a British Railways passenger named Charles Jones yanked an emergency cord and was fined in court for stopping a Brighton-Portsmouth train "without reasonable cause." Jones admitted pulling the cord because "my hat blew out the window." •

NARROW GAGE. We hear from a Denver & Rio Grande Western conductor, A. F. Lyons, 777 7th Ave., Durango, Colo.:

"Articles in *Railroad Magazine*, plus other publicity, have increased business on the Silverton branch, which operates our last narrow-gage passenger train. Sometimes this train carries nearly 300 passengers on a trip. Last year we hauled 15,000. This year, with a change in management's policy, we expect to do even better. The company is conditioning our coaches." •

(Continued on page 11)



. . . but the Egyptians knew it ages ago!

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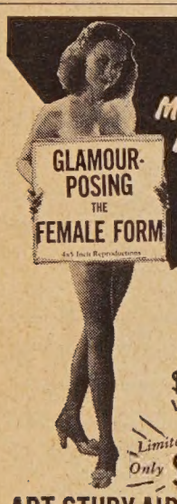

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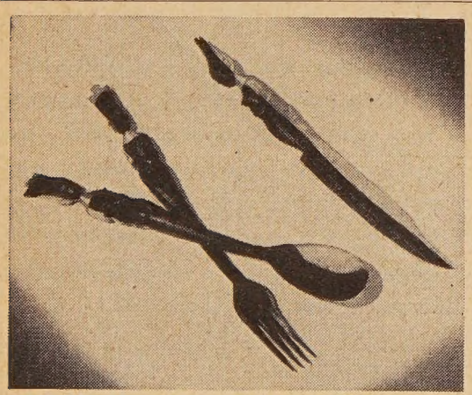

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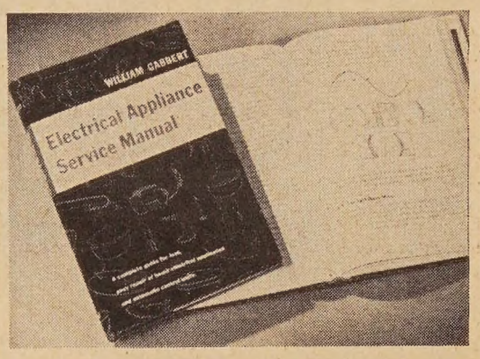
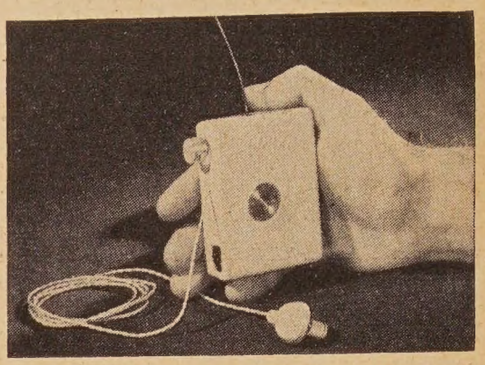
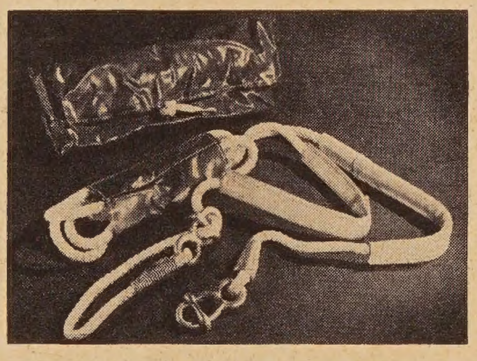


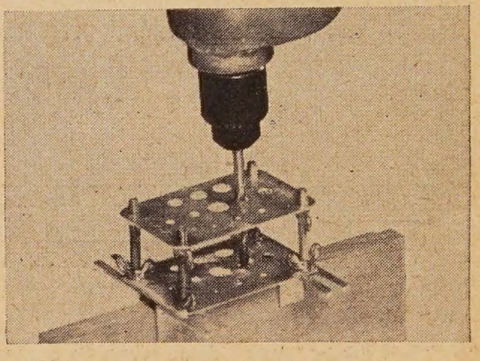
With the gold it would take to repair one electrical appliance, you can buy this book that shows how to fix almost every one made. Covers how to find the trouble, basic instruments and tools needed to fix coffee makers, washing machines, stoves, razors, water heaters, etc. A handy book that'll save you money. $5 ppd. Rinehart & Co., 232-G Madison Avenue, New York.



Small enough (3"x2¼"x¾") to carry in your shirt pocket, this sensitive little FM radio will give you good reception from any station 88 to 110 mc within a 25-mile radius. Operates off one 30-volt "B" battery and one 1½-volt "A" battery, weighs less than 5 ounces. With ear speaker, $29.95 ppd. Harvey Radio Co., Inc., 103 West 43rd St., New York, N.Y.

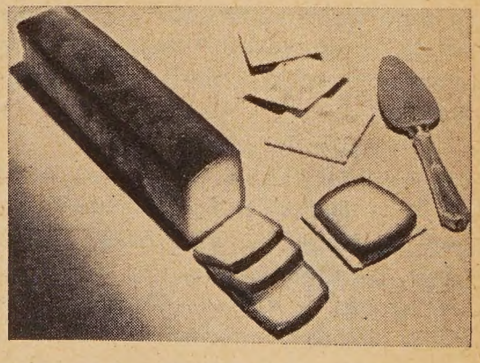


Nothing like having a tow rope handy in the winter. This one is made in Germany of a special synthetic fiber that's tremendously strong, has a coating that protects it against dirt, oil, etc. Rope is 14 feet, has chrome snap hooks, red warning flag, leather guards. Comes in leatherette case. $8.50 ppd. Competition Chemicals, Box 141, Iowa Falls, Iowa.



No matter how it seems, it's practically impossible to drill, freehand, an accurate and straight hole. This unique new doweling jig will insure drill-press efficiency with a hand drill. Assures true holes from 1/16-⅜" in flat surfaces, curved edges, and round stock. Has side gauges, depth control for uniform holes. $1 ppd. Benrich Sales, Box 64-D, Jamaica 35, N.Y.

The thing you have to watch for when you buy fish and game mugs is whether the reproduction is clean, and authentic. The three that make up this set—pheasant, woodcock and brook trout—are remarkably good copies, all hand-colored. Heavy (8-oz.) china mugs have gold band around top, are fine for downing coffee or beer. Set, $2 ppd. L. L. Bean, Freeport, Me.



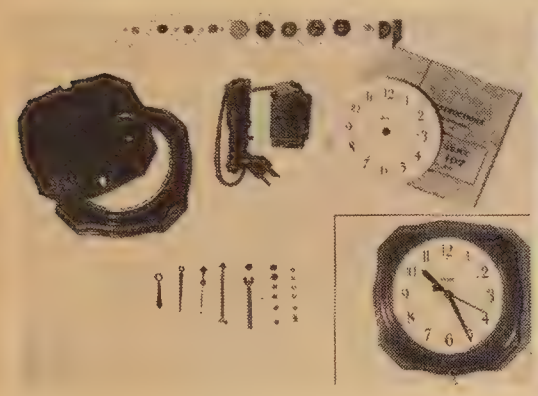
What with all the gummy substitutes that pass for cheese nowadays, it's getting harder and harder to come up with a really palatable chunk. This solid one-and-a-half-pound bar of natural cheese has been slowly smoked over a maple and hickory fire. Eat it once and you'll want more. $2 ppd., and well worth it. Order from Sugarbush Farm, Woodstock, Vt.

SHOP BY MAIL

All products shown here may be obtained directly from indicated sources. Send check or money order with your order. Manufacturer will refund full purchase price on prompt return of unused, non-personalized items. This department is not composed of paid advertising

Character who makes this bit of pottery calls it a "morning-after" cup, just the thing to down your coffee from after a binge. It's scientific, he claims, because the cup, and the "ice bag" that keeps the brew warm, will make you feel better just looking at it. Ridiculous, but if you've tried everything else, this is $2.25 ppd. Wonder Bar Shop, Box 425-K, Trenton, N.J.

There is nothing worse (so the manufacturer of this little gadget claims) than diluting your favorite hooch with soda or ginger ale that's gone flat. Maybe so. At any rate, this chrome-plated steel bottle opener-ice cracker lifts caps, reseals them on bottles factory tight. Saves fizz and flavor. $2 ppd. Order from Haig Giftware, 20 Church St., Montclair, N. J.



If you've ever wondered what goes into making a clock, here's the chance to find out and assemble one yourself. Kit contains all necessary precision components for an AC electric wall clock, and instructions are easy enough for a 10-year-old to follow. Mahogany color plastic case is 6″ x 6″. $5.95 ppd. Robert Brody, 3-5 Coenties Slip, New York, N.Y.

For men who wear French cuffs, here's a set of nicely detailed cowboy-boot cuff links with a matching tie bar. Miniature sterling silver boots stand 5/8″, have a horse's head etched on them. Links with turquoise stone, $3.60; tie bar with stone, $1.80. Without turquoise, links $3, tie bar $1. All are ppd. Bropar, 4 Bropar Building, San Antonio 6, Texas.

This is a Fiberglas bow—a good one, too, recommended by Howard Hill—and like others of this type it won't take a set, isn't affected by heat, cold or dampness. Unlike most, this 5′ one can be taken down, carried in quiver. Delivers extraordinary thrust for target or field, 35—85-lb. weights. $27.95 ppd. Alex Taylor, 22 East 42nd, New York, N.Y.

These are silver-plated copper serving tongs imported from England, no less, and the idea behind 'em is to help the little woman serve spaghetti (or salad, etc.) without sprinkling the guests. A dandy little tool that obviously belongs in every home, tongs have scissor-like action, are 8″ long. $3.95 ppd. Lord George Ltd., 1270 Broadway, New York, N.Y.

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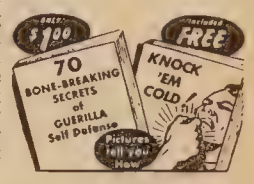

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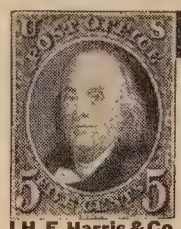

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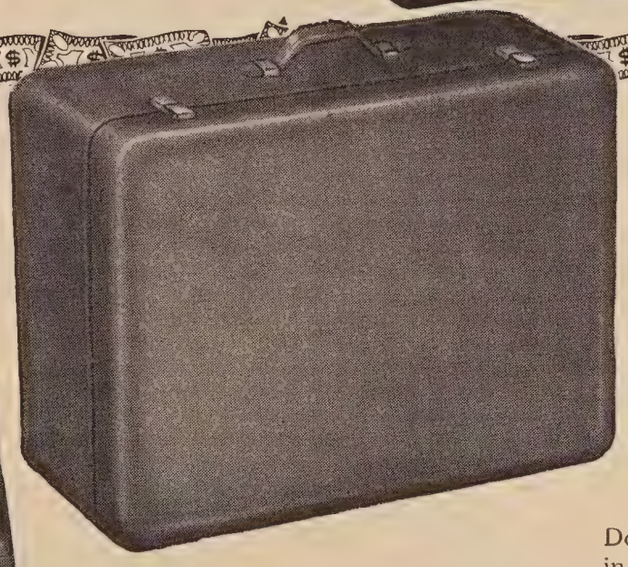

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MOBILE DIVISION MASCOT. Near McIntosh, Ala., a Southern flagstop 40 miles north of Mobile, a colored preacher, Rev. Allen Barns, owned a long-whiskered goat named Bill. For years this animal would roam the woods all day but never failed to meet the afternoon passenger train. Crew men affectionately dubbed him "the McIntosh agent." Bill's usual practice was to board the train when it stopped at McIntosh. Sometimes he'd proceed to the news butcher's stock and help himself to apples, bananas, and candy.

Often the local pulled out with Bill aboard. This didn't perturb him in the least. The goat knew that Conductor Charlie Edwards (now retired) would put him off at the next stop, and there he'd wait patiently for a train to take him home.

After what is described as long and meritorious service, Bill went to the place where all good billygoats go. Buried under a tree on the right-of-way, he is kindly remembered by old-timers. •

Southern Railway System

Long-whiskered Bill regularly met Southern's afternoon local at McIntosh, Ala., but, unlike Great Northern goat, never "made" a railway emblem.

PERSONALITIES. Three men claim top seniority as readers of *Railroad Magazine*. H. C. Dow, Wakefield, R. I.; Roy Leibengood, Mt. Vernon, Ill., and R. H. Mills, East Chicago, Ill., date their seniority back to our first issue, October, 1906.

Lynne Todd

"My father, C. K. Todd, has been employed in telegraph service on the Milwaukee Road since 1919 and is now chief operator at Aberdeen, S. D.," writes Miss Lynne Todd, 1115 N. Main St., Mobridge, S. D., whose charm and popularity won her the coveted title of "Snow Queen" in a contest last winter. Lynne is proud of her railroad family. "My brother Warren worked as a locomotive fireman," she says, "and my sister Dolores as an operator for five years. Another sister, my mother, and I worked for some time as Western Union clerks."

Many people miss Richard H. Johnston, former librarian of the Association of American Railroads, who died in Washington, D. C., at age 86. The Canadian-born Mr. Johnston founded that library in 1910. It is now the world's largest railroad library. Miss Elizabeth O. Cullen, who succeeded R. H. J. when he retired in 1947, probably knows more railroad facts than any other woman.

Challenging the record of David Driscoll, age 15, who made a 13,000-mile rail tour last summer, is this letter from John Wallace, same age, 2151 33rd Ave., San Francisco 16, Calif. John says: "I journeyed about 16,000 miles by rail last year, including a 7,150-mile tour of Western and Midwestern U. S. and Canada, which I planned almost to the last detail from the *Official Guide*, and various group fantrips and other train rides. I took many pictures, black-and-whites and Kodachromes." (The last sentence of John's letter entitles him to special credit.) "Most of the money that financed my trips came from working in a drug store after school and on Saturdays." •

DISPATCHING trains has its lighter side, according to Peter Josserand, Western Pacific dispatcher and author, 233 41st St., Sacramento 19, Calif.

"Last night," he tells us, "we had a signal maintainer out looking for a case of trouble. An unauthorized track indication kept coming in, then coding out before he could catch it. After several hours of this hide-and-seek, he came in on the phone and announced: 'I'm west of the Franklin Road crossing, 1000 feet on top of a pole. Can you hear me?'

" 'Well,' says I, 'you're higher than a kite, but I can hear you.'

"It turned out that he had found a broken rail 1000 feet west of Franklin Road crossing and was up on an ordinary pole with a portable phone. But that wasn't the way he'd stated his case." •

(Continued on page 63)

MERRY-GO-ROUND

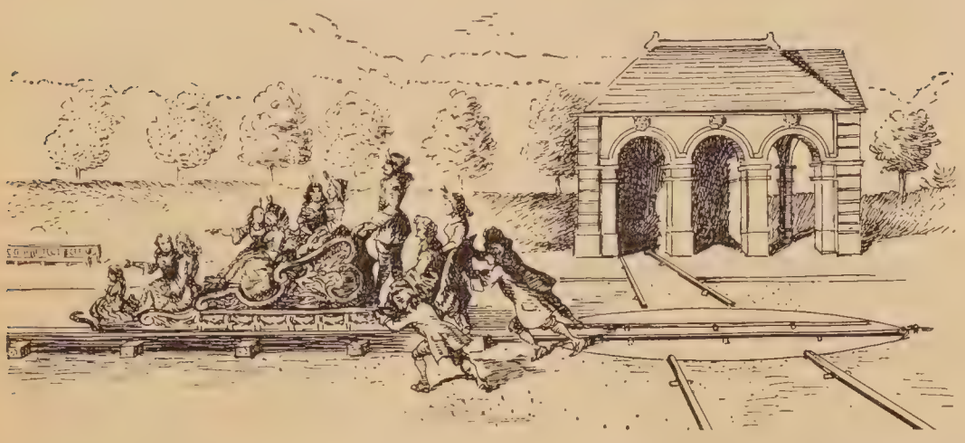
After More than 100 Years of Service, the Locomotive Turntable Is on Its Way Out

GHOSTS," he said softly, and with a touch of marvel in his voice. Arthur Keenan, assistant master mechanic of the New Haven Division of the New York, New Haven & Hartford, is ordinarily not one for seeing ghosts. He is a big man, and his eyes look always ahead, not over the shoulder. But he has been with his road for thirty-two years, and this day he was seeing ghosts.

We were at the big Cedar Hill freight terminal at New Haven, Connecticut. We were there to look at turntables, of which the terminal boasts two, each attached to its own engine house. The tables are 95 and 100 feet long, and one roundhouse boasts 37 stalls, the other 42. Today one roundhouse is totally dead, though its turntable is still sporadically and independently active. The other is

by EJLER JAKOBSSON

Strike-bound Pennsy roundhouse and turntable, Newark, N. J., in 1946.
International News Photo



From an Old Print

Earliest table was Louis XIV's, used on pleasure railway in France, around 1714.

only about 25 percent in use. Its table used to twirl 250 times a day—now it averages only 30. As late as 1942 the roundhouses employed 550 men—now the number is 147.

Keenan seemed a little surprised as we strolled through enginehouse No. 2, with its broken windows and doors, walls and roof sagging in, and pigeons overhead. The disused service pits, water-filled, looked like a fine place to hide a corpse. A sign on a dusty wall asked: "How good will *your* safety record be in ——?" The year was not current.

The transformation has been so sudden that nobody has had much time to do anything about it yet—not even about cleaning up the debris. Nobody has even had time to give it much thought.

The story's the same, we found, over much of the Eastern seaboard and much of the West. Though few people seem to be aware of it, the turntable—older than the locomotive, older than steel rails—is on its way out.

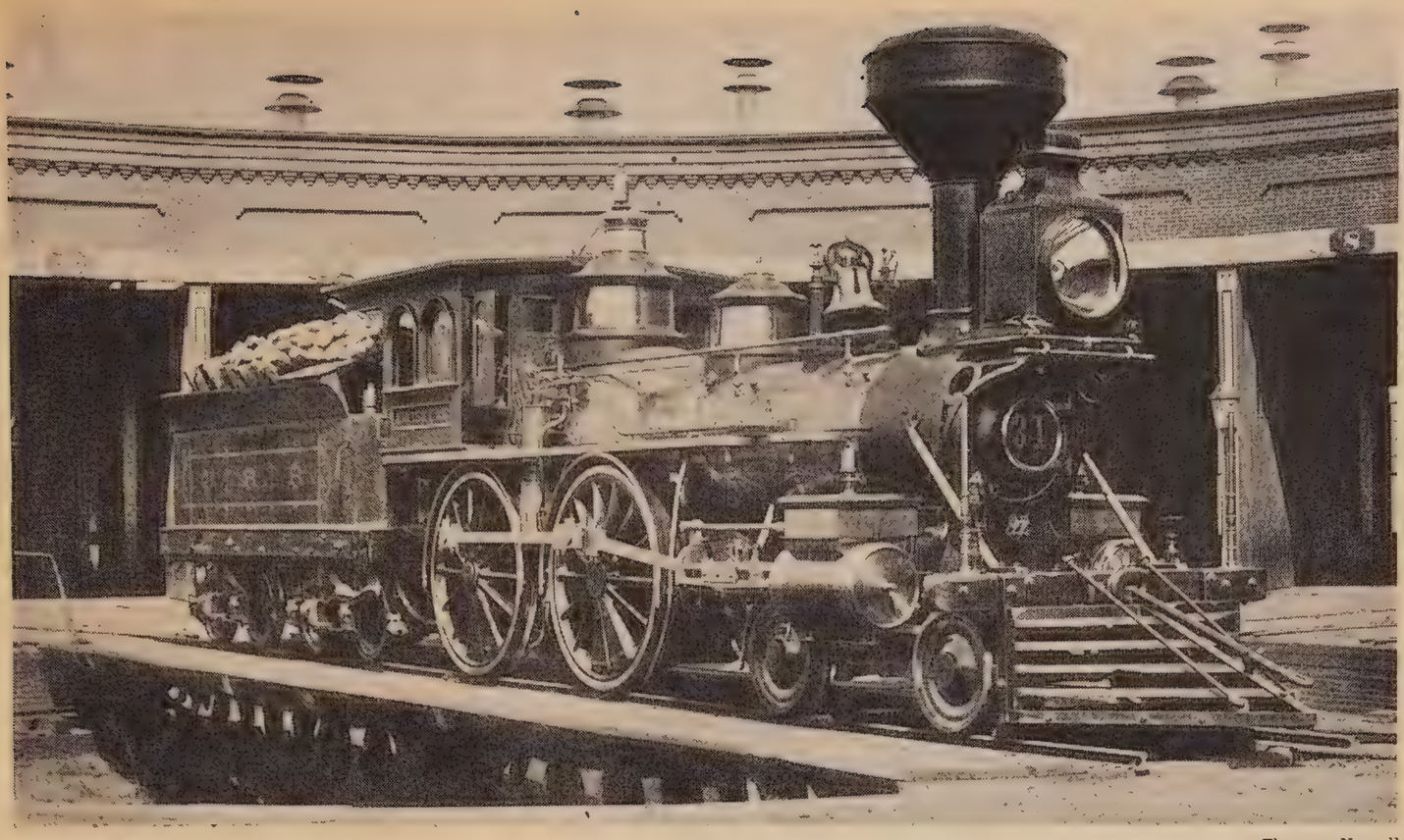
The Pennsy freely poo-poohed the importance of turntables in its future, surprised at our asking, though the road still maintains a number of them, and even employs a turntable inspector, G. S. Watts of Philadelphia. The Jersey Central has converted one of its two turntables at its Jersey City terminal into a bus turntable, but the only buses privileged to use it are those of the Baltimore & Ohio.

The explanation of the vanishing merry-go-round, of course, is the diesel, which requires no enginehouse either for storage or servicing, the latest models of which can be driven from either end, or feature controls on both sides of the cab, for running in either direction. While some diesels still must be turned, Jersey Central's conversion from steam last year accounted for the demise—just in the course of a few months in '54—of tables at Elizabethport, Cranford, Dunellen and Raritan, all in New Jersey, as well as at Scranton, Pa. The road now operates only four tables—at Jim Thorpe, Pa. (formerly Mauch Chunk—the name was changed in honor of the great Indian athlete, when he was buried there in 1954); Bethlehem, Pa.; Jersey City, N. J., and Ashley, Pa.

According to Assistant Superintendent George C. Wilms, the CNJ now is going in heavily for double-duty road switchers, which deliver the same horsepower as the big road diesels and require no turntables at any time. One of the busiest turntables in the U.S. in recent years was the Jersey Central's Communipaw setup at Jersey City, which during the war dispatched more engines

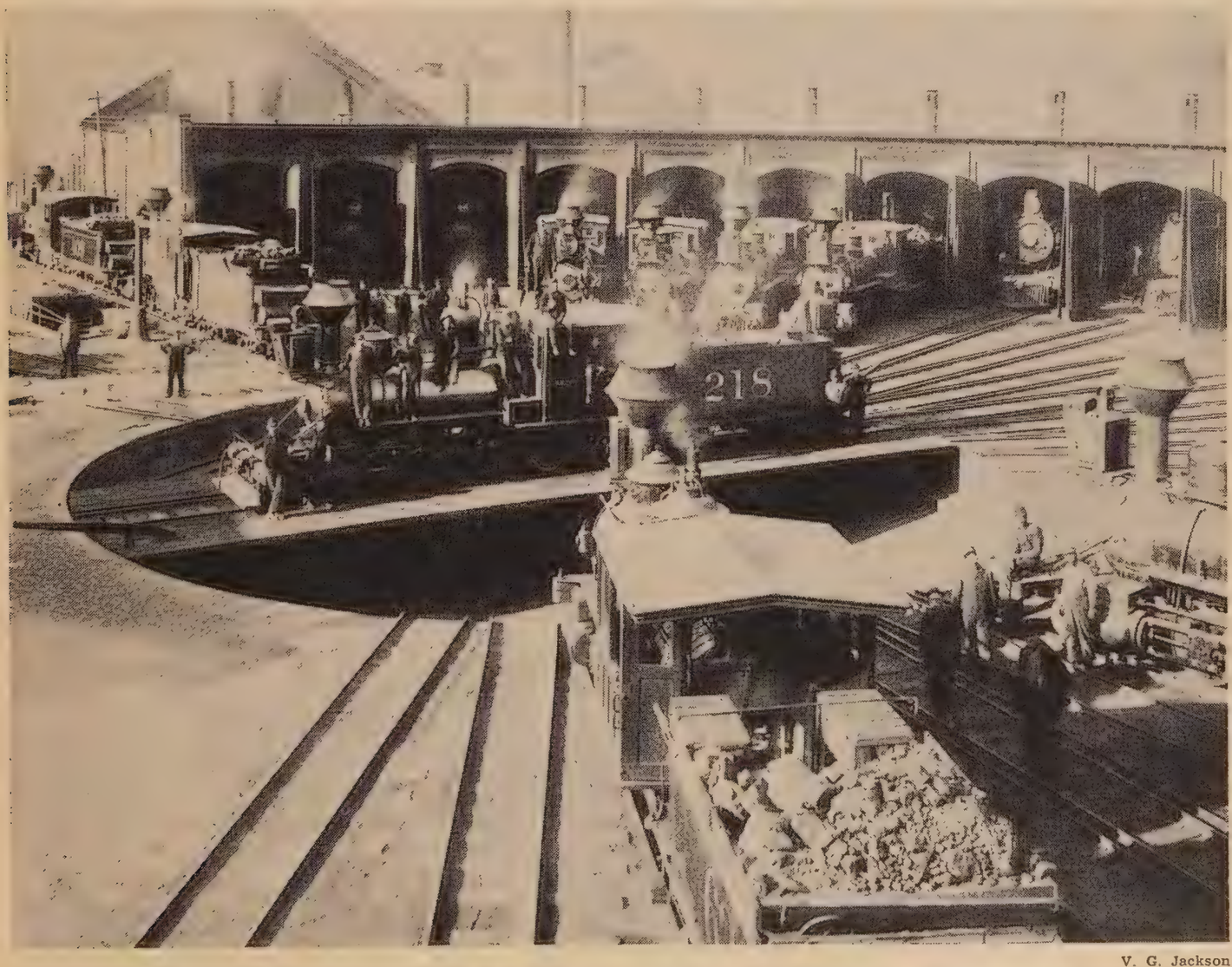
Pennsylvania Railroad

Wye, "arm-strong" table, and wood-burner at Princeton Jct., N. J., around 1865.



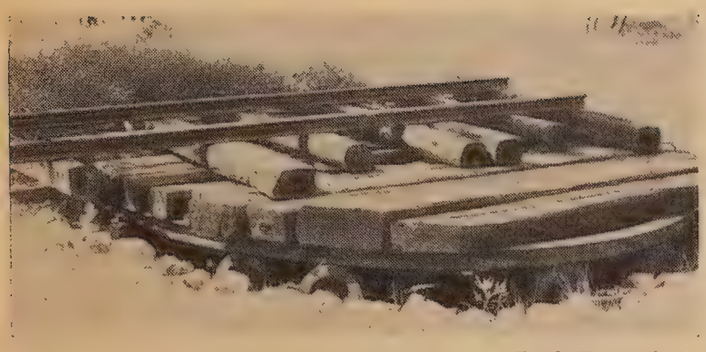
Thomas Norrell

Concord Railroad's *Amoskeag*, No. 31, home built in 1871, gets ready to roll out of the Concord, N. H., round house.

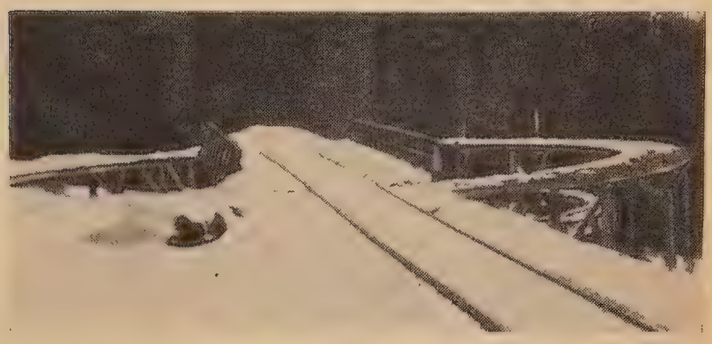


V. G. Jackson

No. 218 dominates this scene at the Denver & Rio Grande roundhouse in Salida, Colo., back in 1906.



Frank Hayworth, Jr.



Jack R. Wagner

Abandoned narrow-gage turntable (left) was unearthed by CCC boys near Ashland, Wis., in 1936. (Right) Switchback table is used for turning snowplows on California's McCloud River Railroad, an all-freight short line in the high Sierras.

than any terminal in the country—a total of 275 a day.

THE NEW HAVEN'S 100-footer at New Haven is the biggest and busiest on the line. This table is relatively modern, having been built by Bethlehem in 1946. To date its heaviest load has been a 493,000-pound passenger loco—an AC electric, of all things, which had to be turned because of a broken coupler!

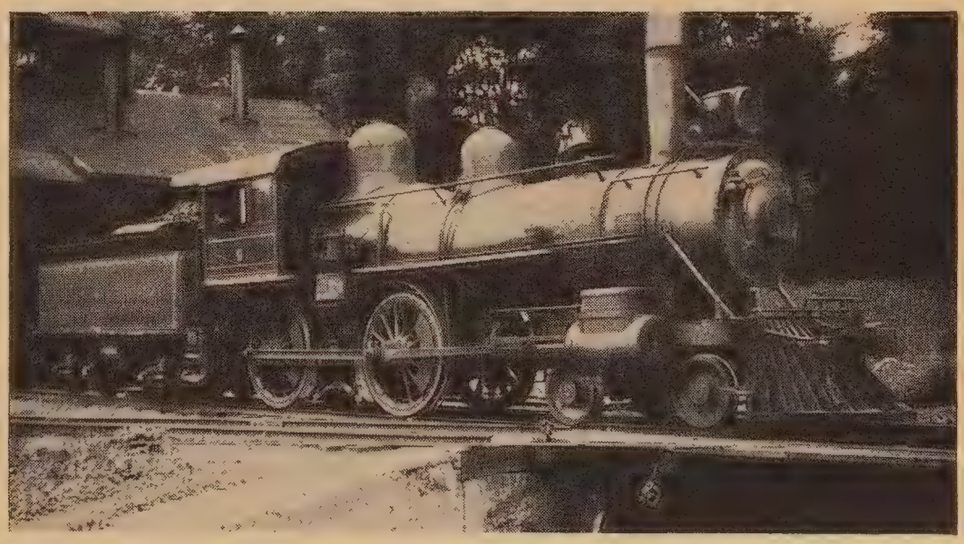
Its once busy roundhouse is now mostly deserted, with about 75 percent of it closed off with partitions. The small segment still in use houses one of the line's three remaining steam engines—spit-polished and with white-walled tires, and now used solely for snow-melting purposes—and serves as a repair shop for an occasional tank car. The road's 1000 steam engines were replaced by 361 diesels—these seldom bother to look in, except for a turning job or an occasional repair that could be done elsewhere.

David E. Glover, general foreman of the engine house, tells you: "I could do anything we now have to do here with either a wye or a circle track—it's just a matter of time before the last turntable is gone. (The New Haven still operates twelve.) Roundhouse operation is a thing of the past, and turntables are expensive to run and maintain—what can go wrong with a wye?"

A similar trend was suggested by the Electric Controller & Manufacturing Company of Cleveland, Ohio, manufacturers among other things of controllers for electric motors used on the latest turntables, whose district manager writes: "The turntables shown in our ads were originally designed for handling steam locomotives."

A dissenting opinion came from Canadian National, whose dieselization program has not progressed as far as America's: "Although we have over 600 diesel units now in service, it is not a large figure percentage-wise and, therefore, dieselization is not a big factor in turntable operations at the present time."

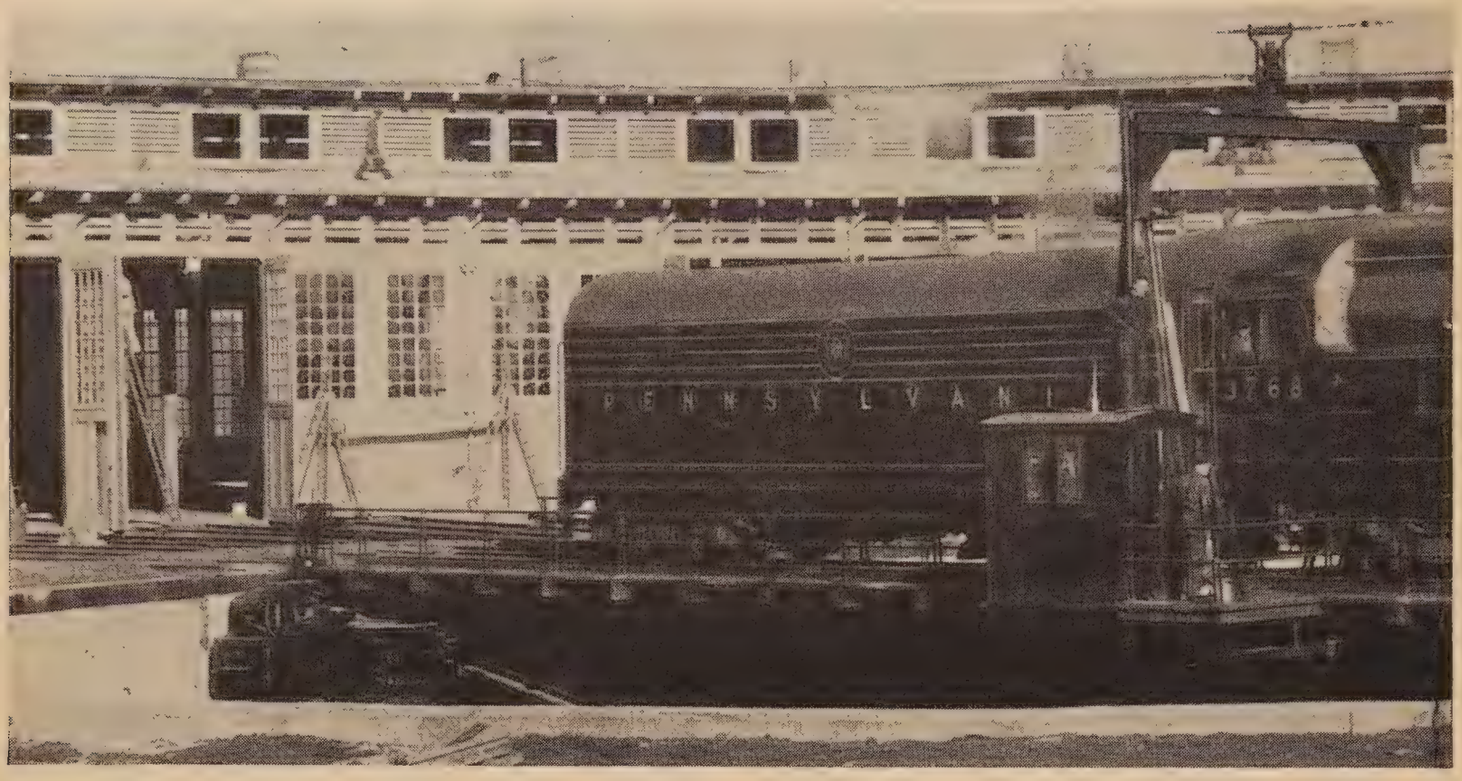
Over the years, not only in maintenance and repairs, but also in original installation, turntables have been among the costlier items on a railroad's agenda. When the Union Pacific, some years ago, installed three new turntables, it shelled out $56,000,



Fonda, Johnstown & Gloversville No. 9, built in nearby Schenectady, moves out over the pit. Line links glove factories with New York Central at Fonda, N. Y.

James P. Gallagher

Hogger and tallowpot shove Maryland & Pennsylvania No. 27 around at Baltimore, Md. The ten-wheeler, built by Baldwin in 1906, is road's oldest locomotive still in active service.



Pennsy's longest twirler is this 125-footer at Harrisburg, Pa., shown with No. 3768, a beautiful K4s class

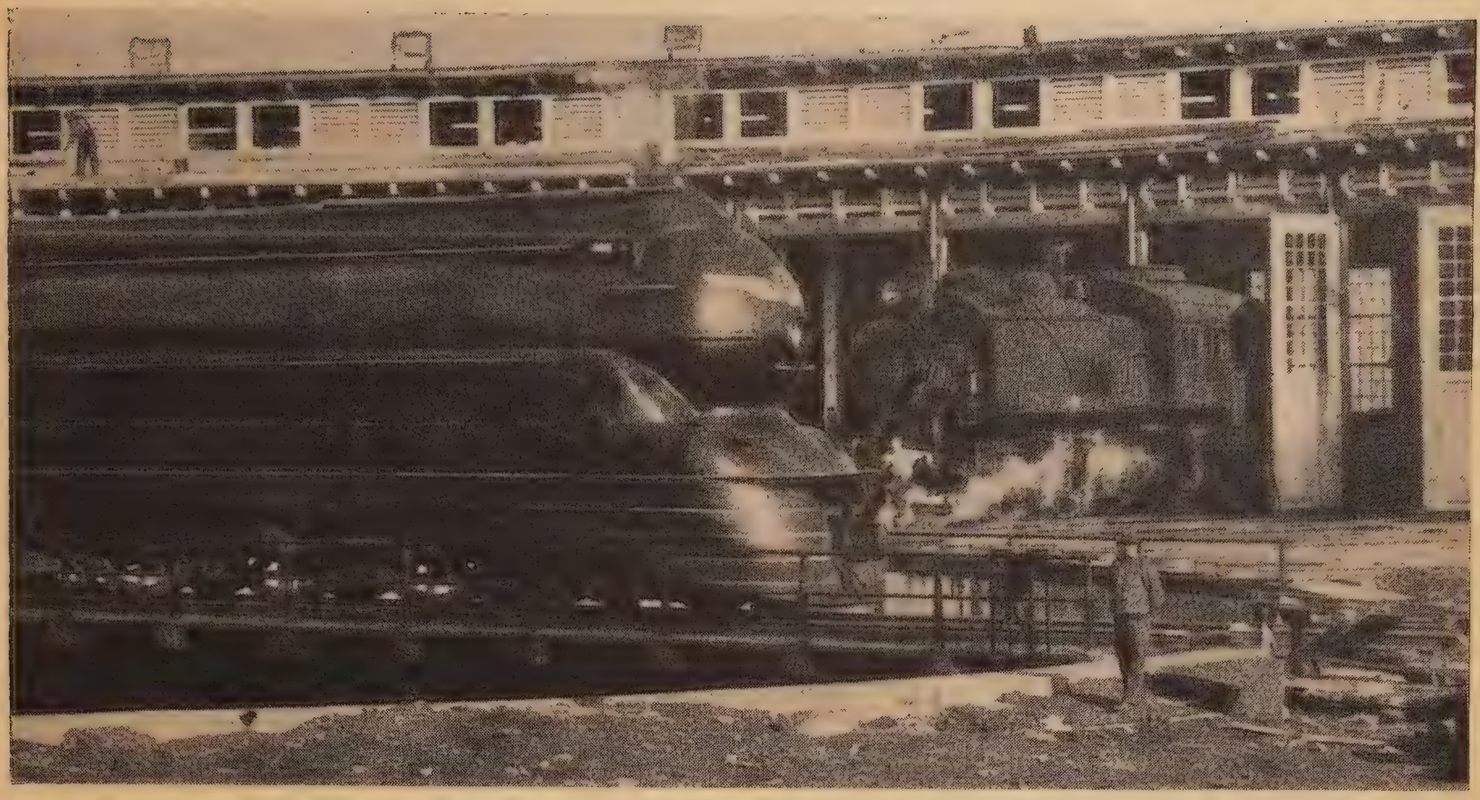
James P. Gallagher

At the Ma & Pa's York, Pa., terminal, power is supplied by a standard boxcar brake-cylinder. Its piston pushes against oak cleats at base of table.

$86,000, and $91,000 for them, respectively. As heavier motive power required longer and newer turntables, the average cost of remodeling and reinstallation has been estimated at around $90,000. What, then happens to old turntables when they die?

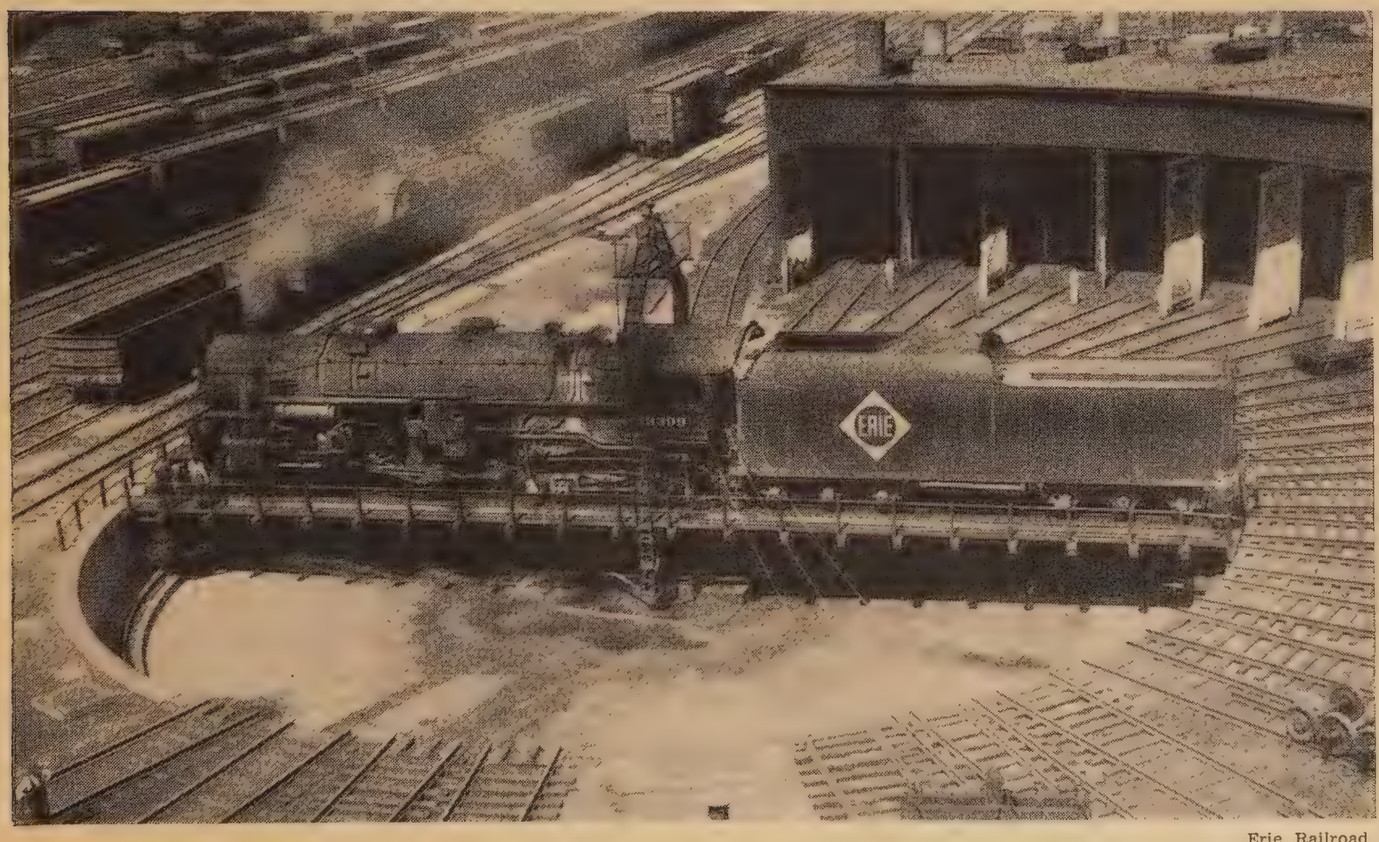
With the exception of its Jersey City table, which was converted to a bus merry-go-round, the Jersey Central's discarded twirlers have simply been scrapped. This seems to be the fate of many others—but at the entrance to the AC&Y shops at Akron, Ohio, a discarded turntable serves as an auto bridge. Another became the foundation brake rigging for a number of freight cars. Still other turntables have been converted into weigh-bridges, highway bridges for motorists, and some have even remained in service by carrying rail lines over highways.

THE EARLIEST TURNTABLE known to have been used in the United States, according to Charles



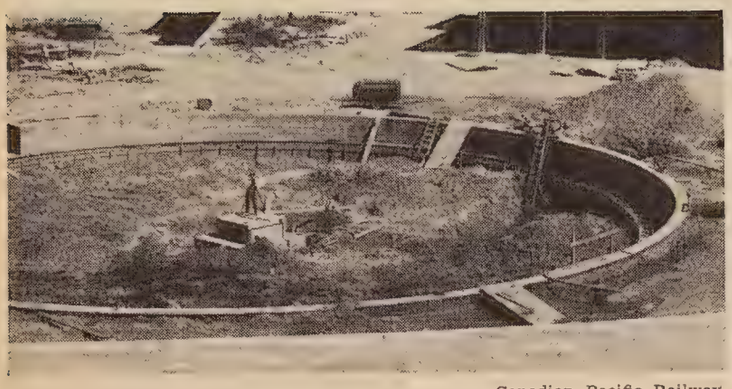
Pennsylvania Railroad

steamer. Road still maintains a number of tables on its lines, but their usefulness is not what it used to be.



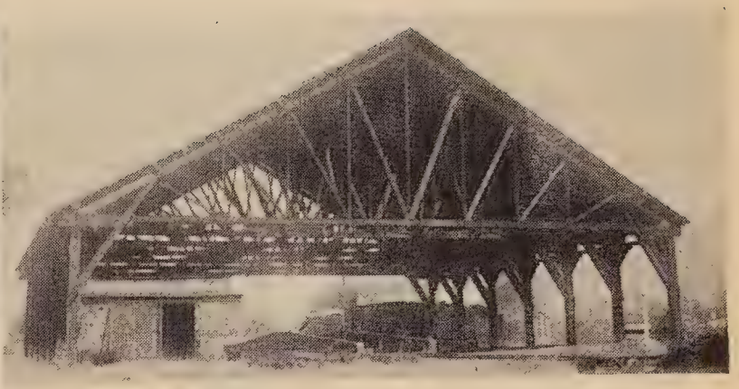
Erie Railroad

This 105-foot electric-driven job on the Erie at Salamanca, N. Y., is a three-point bearing type with circle rail. No. 3399 was built by Lima in 1929. Erie Berkshires are the most powerful locomotives of that type ever to be outshopped.



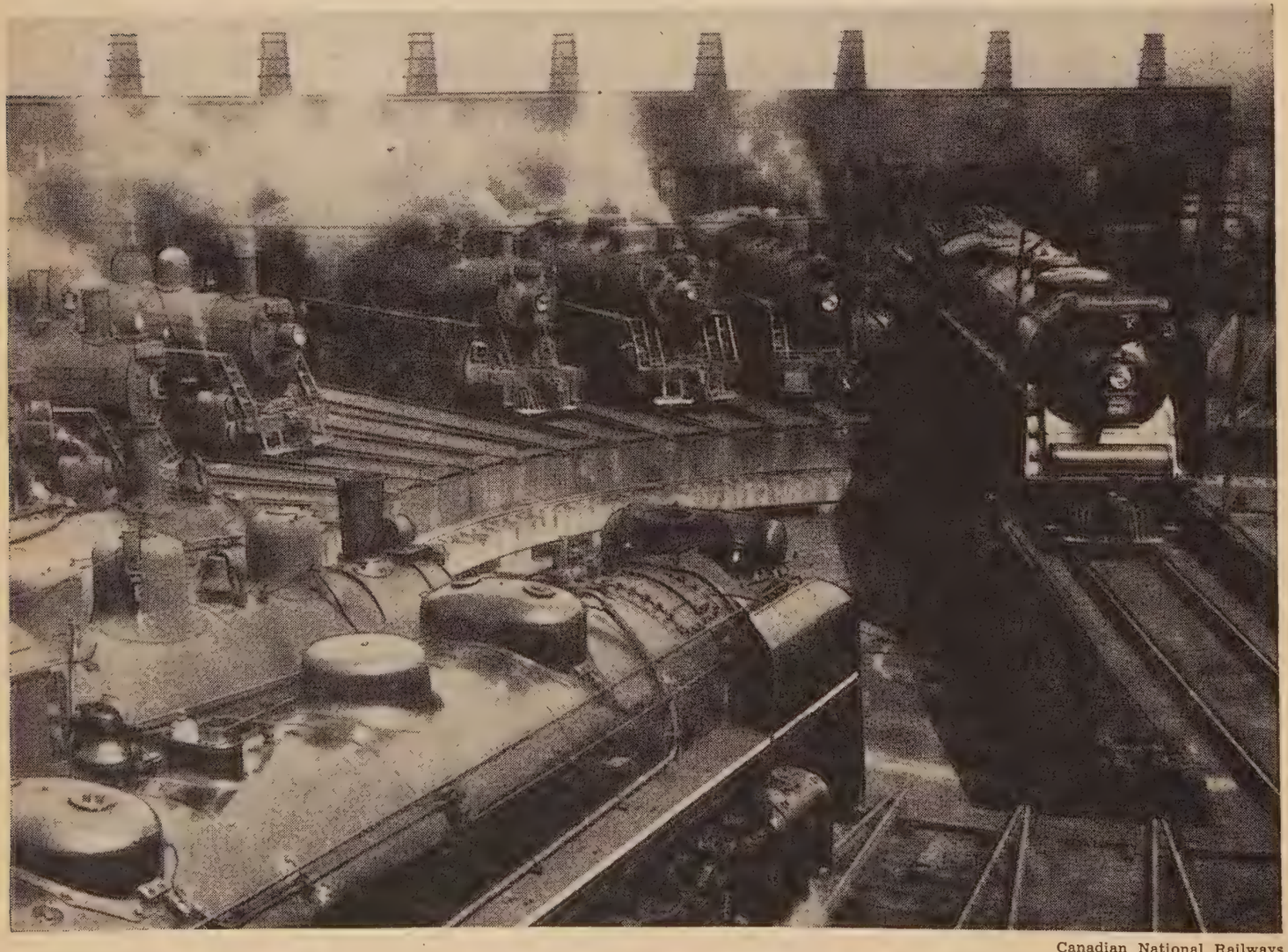
Canadian Pacific Railway

Pit for Canadian Pacific's 100-foot turntable at the Montreal hump retarder freight yards, as it looked during construction in 1950.



Albert Farrow

One of the very few covered turntables was on Northern Pacific at Easton, Wash. Roof protected pit from heavy snows.



Canadian National Railways

Canada's largest merry-go-round is this deck-girder type at Canadian National's 57-stall Turcot roundhouse in Montreal. Table handles up to 125 engines in a single day. Dominion's motive power is still largely steam.

E. Fischer, president of the Railway & Locomotive Historical Society, predated the steam locomotive by some years. Appropriately enough, it was hewn out of granite in the shape of a huge, circular millstone, in 1826, for the Granite Railway, built to carry stone from the Bunker Hill Quarry in Quincy, Mass., to a wharf on the Neponsett River, two and three-quarters miles away. The stone was then transported to Boston in scows and used to build a monument marking the site of the Battle of Bunker Hill on nearby Breed's Hill.

Though the monument is still standing, the horse-powered railroad that helped build it has long since faded into oblivion. The turntable, designed by Gridley Bryant, the engineer in charge of the operation, remained active until 1859, and is said to have been perfectly balanced—a tribute to the art of New England stone-cutters which later engineers might envy.

The earliest known turntable had a far less utilitarian inspiration—and probably deserved the title of merry-go-round far more than our giant-twirlers today. It was built in 1714 for the lackey-powered, miniature, pleasure railroad of Louis XIV of France, on the palace grounds at Marly-le-Roi, for the amusement of ladies in hoop-skirts and silks and gentlemen in garb something other than a hogger's.

This table, like a number of others in the early 1700's, may have been primarily designed for changing the direction of a car running on rails, rather than for turning it completely around. A plan, dated 1756, showing a contractor's railroad at Mill Bay, Plymouth, England, laid down by a man named Smeaton in connection with the building of the famous Eddystone Lighthouse, describes wood-sill turntables changing the direction of cars mounted on wooden rollers and designed to carry the heavy stone blocks used in the construction of the lighthouse. These tables were supported by a center pin and actually embodied all the principles of the "balanced"—or center-supported—tables of the earlier years of railroading.

As engines grew longer and heavier, the center-supported tables became inadequate. Not only did they have to be sufficiently longer than the engine to permit a certain amount of maneuvering for the sake of balance, but the added weight of the engine placed an impractical load on the center bearing. There were other drawbacks.

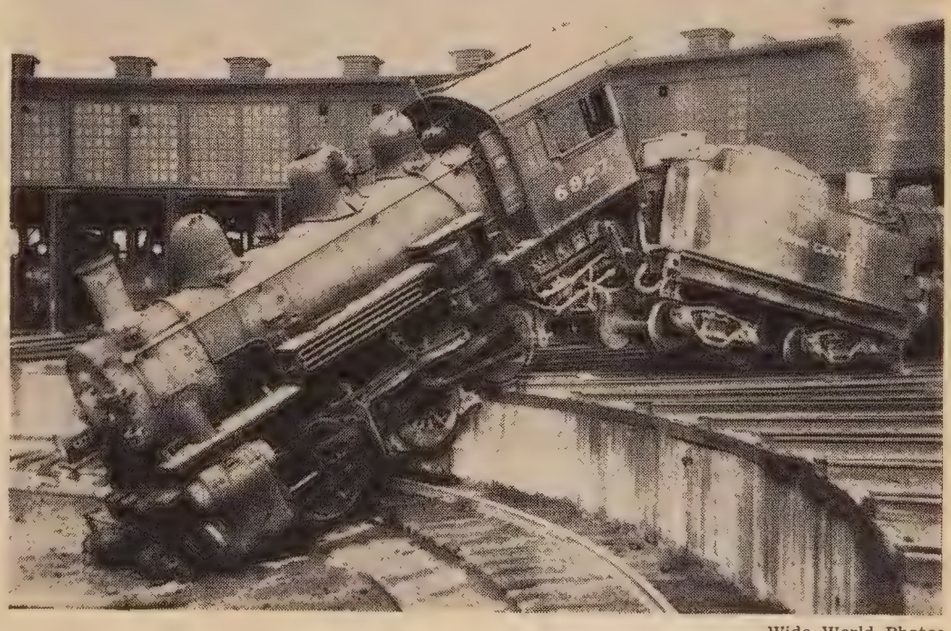
The Wheeling & Lake Erie used to have a 65-foot balanced table at Canton, Ohio, that was a honey. In order to use it for their then heaviest power, a 2-8-0 type, roundhouse workers had the tank clear full of water and every pound of coal on board that could be loaded and then the table would just balance. The center plate was apparently low, and more than one drawbar between the engine and tender broke because of the excessive drop.

Subsequent turntable developments were the articulated or center-hinged type, supported at each end by carrying wheels running on rails and by a central ball-bearing; and the continuous girder type, supported at three points, the center pivot and carrying wheels at ends. The advantages of both over the balanced type are obvious, particularly for heavy loads. The load is more evenly distributed, making for lighter girders and center pivots, hence shallower pits and simplified drainage problems.

Most of the really large turntables in this country and Canada have been of the girder type—these include the Southern Pacific's 126-foot tables at Eugene, Ore., and at its Alhambra Avenue roundhouse in Los Angeles, and the 135-foot tables of the Burlington and the Northern Pacific.

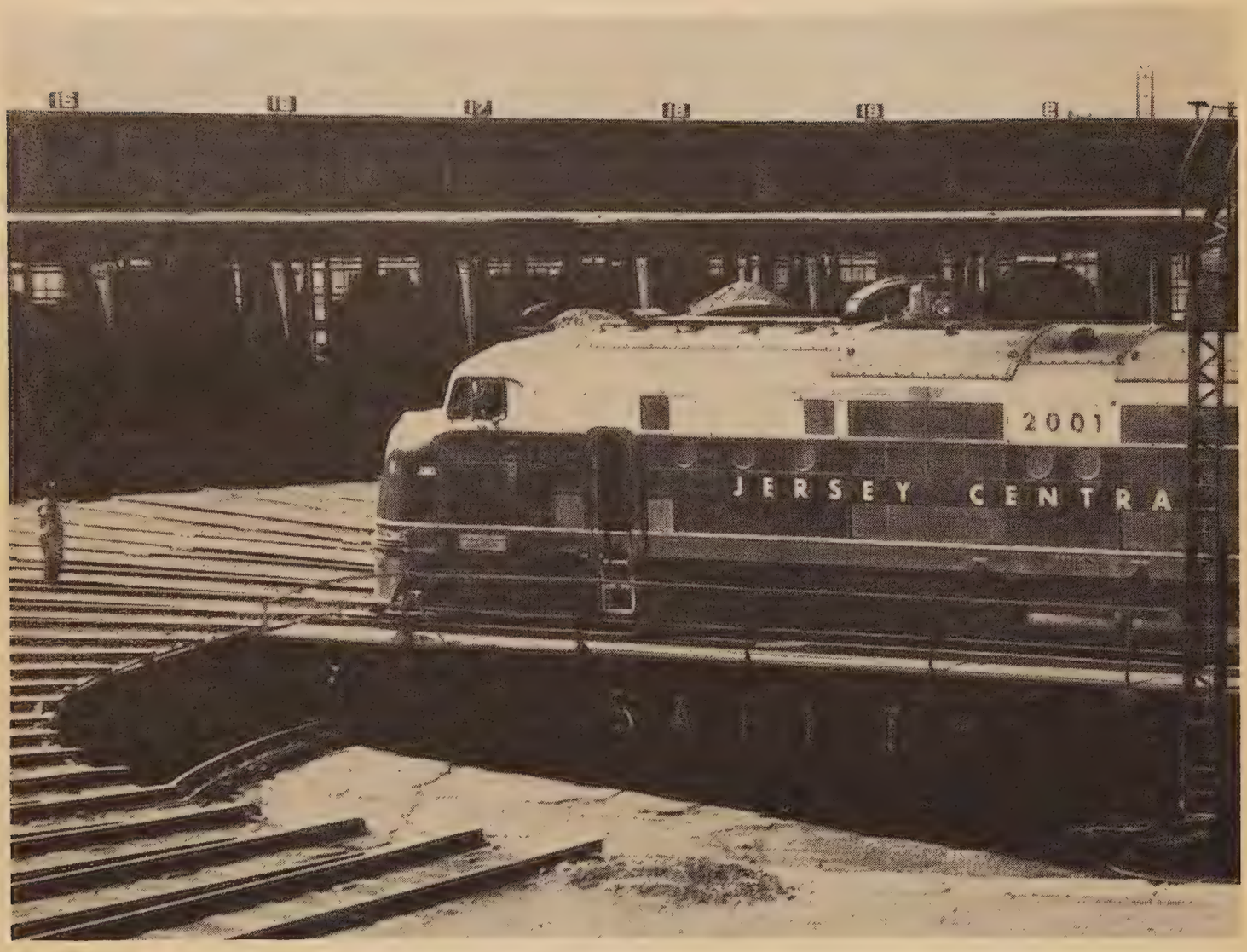
Not all the records in railroading have been made by wild-eyed hoggers highballing the limited over some stretch of racetrack or open country. One of the most exacting and painstaking jobs on any road always has been the installation of a new turntable. To avoid loss of time and tying up of the roundhouse, it required careful planning and preparation and almost fanatic teamwork on the part of the installation crew. When the Southern Pacific, a good many years ago, replaced its old turntables at Eugene with the giant 98-ton 126-footer, it set a record which probably still stands.

Before the operation began, the



Wide World Photos

At New York Central's roundhouse in Livernois, Mich., some years ago, No. 6627, with no one aboard, mysteriously took off and dived into the pit. Wanderlust, maybe.



During World War II, Jersey Central's Communipaw engine terminal at Jersey City dispatched 275 engines a day.

men set up a little contest—everyone around the roundhouse guessed how long it would take to install the new table. The prize was $212 to the luckiest guesser. We'll let a spokesman of the crew take up the smug little story from there:

"In case you ever have to put a new turntable into place, here's all you do. First, put your new table on wrecker trucks, roll it on to the old table, and ease it down alongside the old table. Then lift out your old table and lay it in the clear. Next step is to put in your new center stone, roller nest, bolt it down, and lift the new turntable into place. Then lift the old table on to the new one and roll her away."

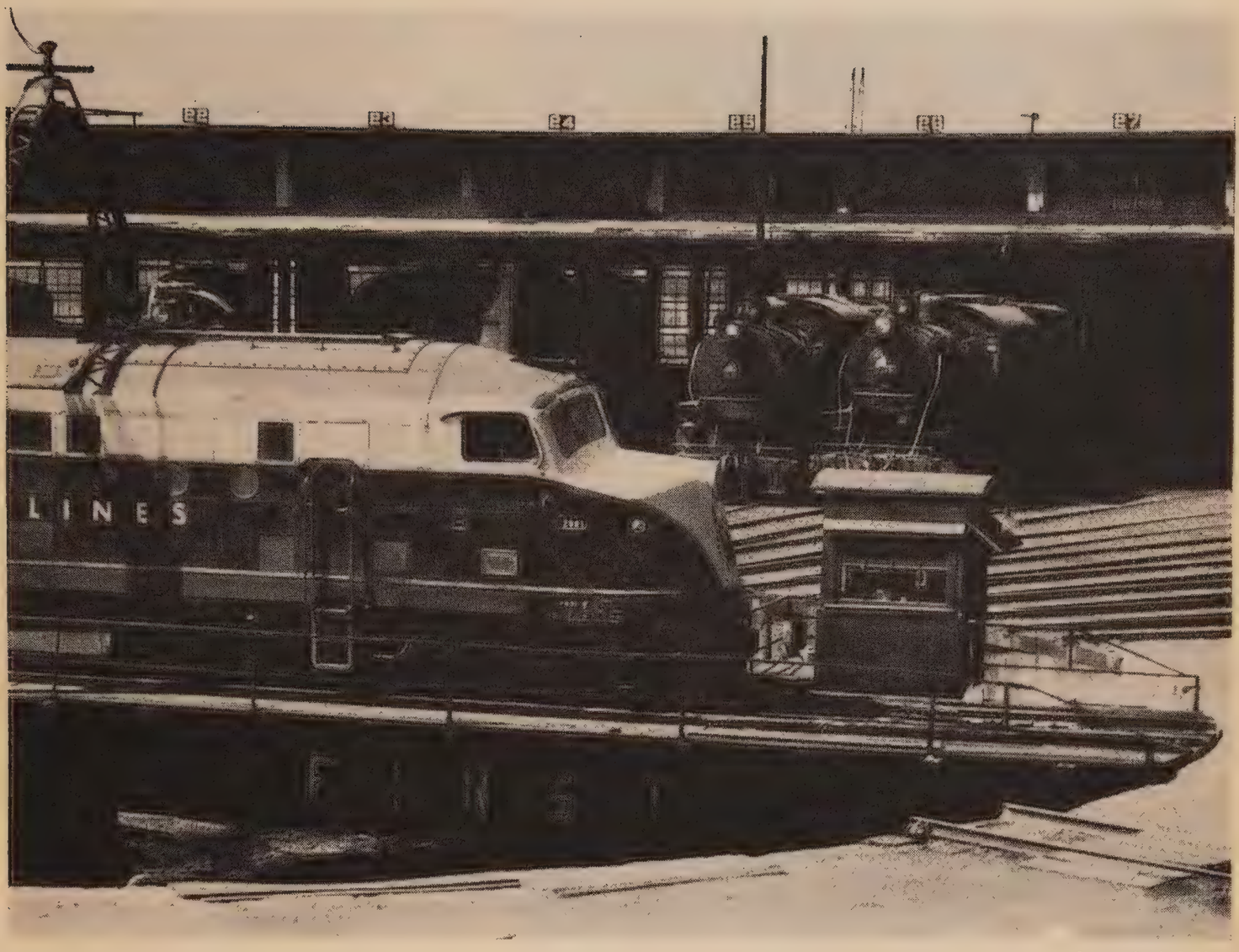
The time consumed by the entire operation was an amazing four hours, forty-six minutes and ten seconds!

THAT THE GHOSTS of the vanishing turntable and roundhouse were both clamorous and glamorous is illustrated by the following story from Thomas F. Sisk, who many years ago was agent and operator for a small branch line at South Londonderry, Vt.

It seems that South Londonderry came alive just once a day, with the arrival of the daily mixed train at high noon. Tom Sisk's part in the proceedings was both modest and routine—you might almost say monotonous—simply to copy the same train order daily and then put his shoulder to the armstrong turntable and help turn the engine for the return trip. Daily, the whole town watched.

Then, one day, matters ceased to be monotonous.

As Sisk tells the story: "The turntable, which was thirty years old and looked sixty, gave a groan and sagged over on one end. Thenceforth it failed



Jersey Central Lines

CNJ has since dieselized, but this giant twirler occasionally spins diesels like No. 2001, a 2000-hp. Baldwin.

to budge. Finally someone suggested using horses. A couple of noble steeds were removed from the town's ash-cart and hitched to the end stakes of the turntable.

"Just then the engine's safety valve popped. Those old nags made a dash, pulling out the stakes; and the last I saw they were galloping down Main Street with the turntable stakes rapping at their heels. We were sunk for fair. Came afternoon and the water got low. The hoghead dumped the fire, almost burning up the danged table.

"Having exhausted all ideas, we notified the dispatcher. He in turn referred to the super, who sarcastically ordered the crew to tie up before they made overtime. I asked for another engine. They told me there was only one other engine on the road that was not too heavy for our branch line, and she was in the shop.

"Next morning a tribe of brass hats and shop hands arrived on two speeders. They spent all day adjusting the turntable with jacks, wrenches, hammers and cusswords. When they finished they equipped the table with new stakes and a compressed air machine, which eliminated a part of my daily dozen. As the mixed train at last steamed out of town that day I called the dispatcher on the phone and said, 'OS. The mixed departed at nine P.M. Delays: two days on the turntable.' "

Then there was the deathless ride of the old Colorado Midland's hundred-ton Consolidation, Number 303, with a correspondence school "engineer" at the throttle.

The 303 was fresh out of the shops when a green roundhouse worker who had just signed up for a correspondence course in locomotive engineering, climbed into her cab, opened the

throttle and moved her backward up the grade. The engine and tender were equipped with air brakes, but the ham neglected to start the pumps. Presently he got her into forward motion and ran her to the edge of the turntable—then, terrified, reversed her again and shot her up to the coal chutes.

Now thoroughly bewildered, the would-be hogger shot her forward at about the speed of thirty miles an hour and smacked her right into the turntable pit. No. 8, with a hostler in her cab, stood on the table. When the 303 hit, No. 8 shot skyward, while her hostler went out the cab window, but luckily she fell back on the tracks. The 303's coal gates broke open, filling the cab with coal and nearly burying the roundhouse man. Extricating himself with a wild yell, the latter took to his heels and, without a backward glance, vanished from the Colorado Midland.

While the 303, just out of the shops, went back to the shops.

And the one that former boomer, Erwin W. Reiter, tells on himself: "I once applied for a job as leverman on the New York Central, many years ago, in upstate New York. The super asked if I had ever blocked trains on a four-track system. My answer was: 'Sure, I've been blockin' and delayin' trains all my life.' Much to my surprise I was hired as leverman, with instructions not to delay the trains, only block 'em.

"One day I spotted the turntable for the house track. Then I walked back to the engine, a passenger job, and crawled aboard. I started the pump, pumped her up, kicked the cylinder cocks open and began to back her out. With steam all around from the cylinders, I wasn't seeing very much. Oh, I almost forgot to tell you that someone had taken the turntable away from my track. Sure, I stopped —after I had hit the turntable pit. Two engines were tied up. They had to call out the big hook."

WHEN THE GHOSTS begin to gather, it is time to spin yarns. Turntable history, like the story of any major piece of railroad equipment, will not, when it is finally written, be complete without the personal stories of the men who ran them. And there have also been many novelties which we haven't had room to touch upon here—how many readers know of more?

Northern Pacific's turntable at Easton, Wash., had its own roof to shelter it from snow during the winter. There have been several indoor turntables and enclosed engine houses —the Denver & Rio Grande had one on its narrow-gage line at Marshall Pass. And not only a turntable, but under the same roof a siding, spur track, telegraph office, and station waiting room.

Almost every type of power has been used to activate turntables, from the "armstrong" (manually operated) through horse and air motor to the modern electrically operated giants. Some big tables today are powered at either end, and carry an auxiliary gas engine for use in power failures and other emergencies. And many a hostler remembers a time when the old balanced merry-go-round grounded itself and had to be hauled around by means of a cable hitched to a locomotive on a side track. There have even been tales of supernaturally-powered turntables and on at least one occasion the wind spun an unattended turntable mounting a hog, with the hogger asleep in her cab, around like a ballet dancer!

Not much has been written or said over the years about this colorful and lore-rich facet of railroading. Probably no outdoor piece of railroad equipment is less intimately known, except by the men closely concerned with its upkeep. This would seem to be the time for those who know to reach into their memories and enrich the history of railroading with many more colorful chapters. For though the end may not yet be in sight, there is evidence to suggest that the day will come when the merry-go-round will run down. ●

Reading Company

A Reading camelback, No. 303, since scrapped, let off steam at 20th and Hamilton Streets, Philadelphia, in 1909.

THE HUNDRED-PERCENTER

Danny Warden Wanted to Show the Boys He Wasn't Afraid to Risk His Title by Working at Switch Shanty 4 Where He'd Got It

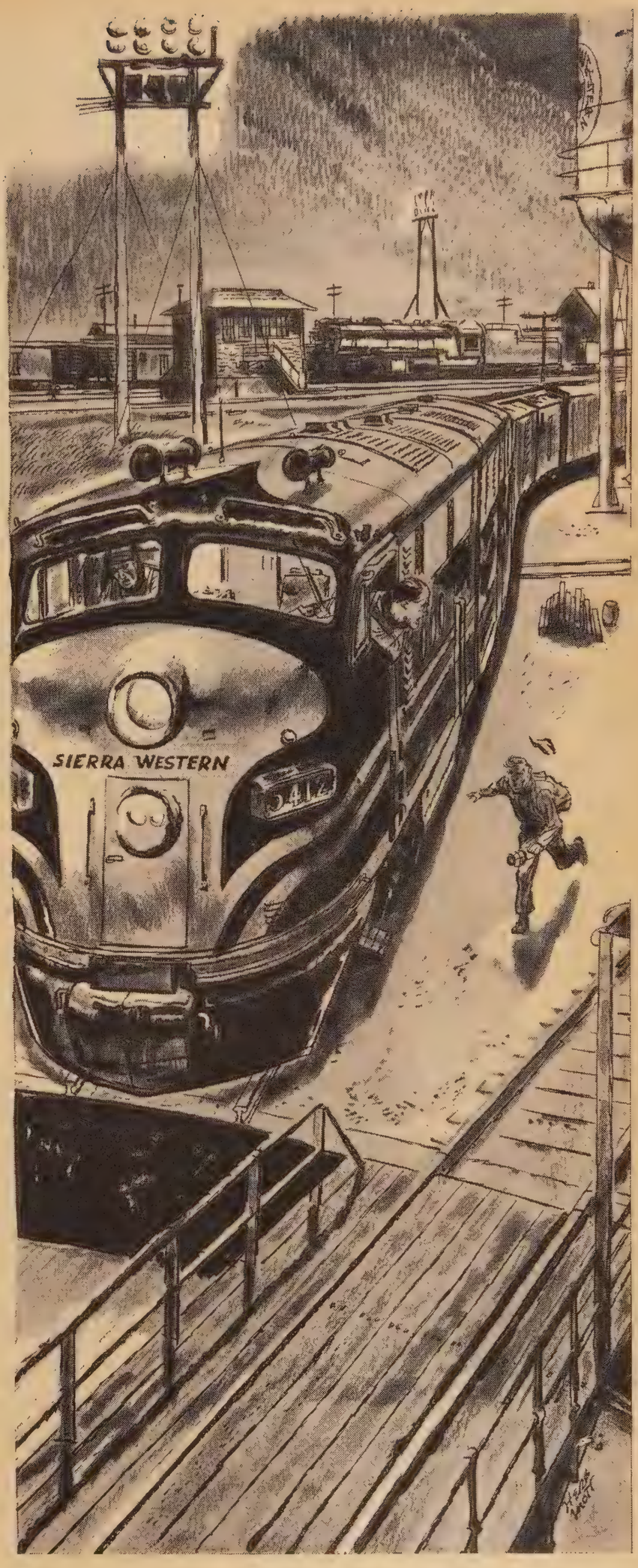
by RICHARD M. MURDOCK

A BLAST of cold snowy air swept through the Rock Brook yard, past the roundhouse and Shanty 4, forcing Yardmaster Sam Draper and Switchman Danny Warden, on their way to work, to bow their heads and quicken their pace. Danny reached the switch shanty first. Flinging open the door, he went straight to the cherry-red coal stove, took off his gloves, and warmed his chilled fingers.

"You're early," said Chuck Denning. Chuck was a herder on the day shift, a thin graying man in his fifties.

"Early for a purpose," replied the old yardmaster, rubbing his red ears. "Now that your relief's here," nodding toward Danny, "you can drive me down to the yard office. It's a rough mile on a day like this."

(Continued on page 56)



"You damn fool," the lord of the cab hollered down, "you could have killed us all!"

Charles E. Fisher

The *Leo*, BRB&L's only 4-4-0, waited at Winthrop House in the early days of the yard-wide line.

COMMUTERS' NARROW-GAGE

The Boston, Revere Beach & Lynn Was Only 13 Miles Long, but She Connected Sweltering Boston with the Beautiful Sea, and That Made All the Difference!

by HAROLD COOK

FOR NEARLY 65 years the Boston, Revere Beach & Lynn, in Massachusetts, was almost as much a part of the Boston landscape as Faneuil Hall, the Old North Church, or Bunker Hill Monument. Around the clock, its ferries plied the harbor between Rowe's Wharf and the trainshed in East Boston. From East Boston a fleet of narrow-gage trains pulled by Mason bogies, known as "coffee roasters," left at ten-minute intervals for the industrial city of Lynn, to the north, or the beaches of Winthrop and Point Shirley, to the east.

All summer long, doting mothers with sand-pails and shovels, red balloons, lollypops, and squalling children climbed aboard the little trains bound for the sand dunes and inlets. On moonlit evenings, lovers leaned drowsily together in the old coaches after a tour of the midways, casinos, and sideshows of Revere Beach, or huddled whispering in the shadows of the ferry-boat while its side wheels splashed through the dark water.

In winter, the clientele was more sedate. Business men boarded the trains for home at East Boston, their briefcases clutched tightly and impressively at their sides and copies of *The Boston Evening Transcript* folded neatly under their arms. This was a commuters' railroad, built to serve them. In the beginning, anyway, it was the commuters who, day in and day out, over the years, caught the 8:10 for the fast run to Atlantic Avenue and kept the trains rolling and the company solidly in the black.

Shortly after the Civil War, the citizens of Lynn began to get fed up with the Eastern Railroad, their main commuter link with Boston. The service was not all it might be, while the Eastern's Central Depot was not ideally located. Lynn protested. The railroad ignored the protest. When no action was forthcoming, Lynn decided to act. If the Eastern wouldn't move its station, Lynn would build one of its own, and a new railroad as well.

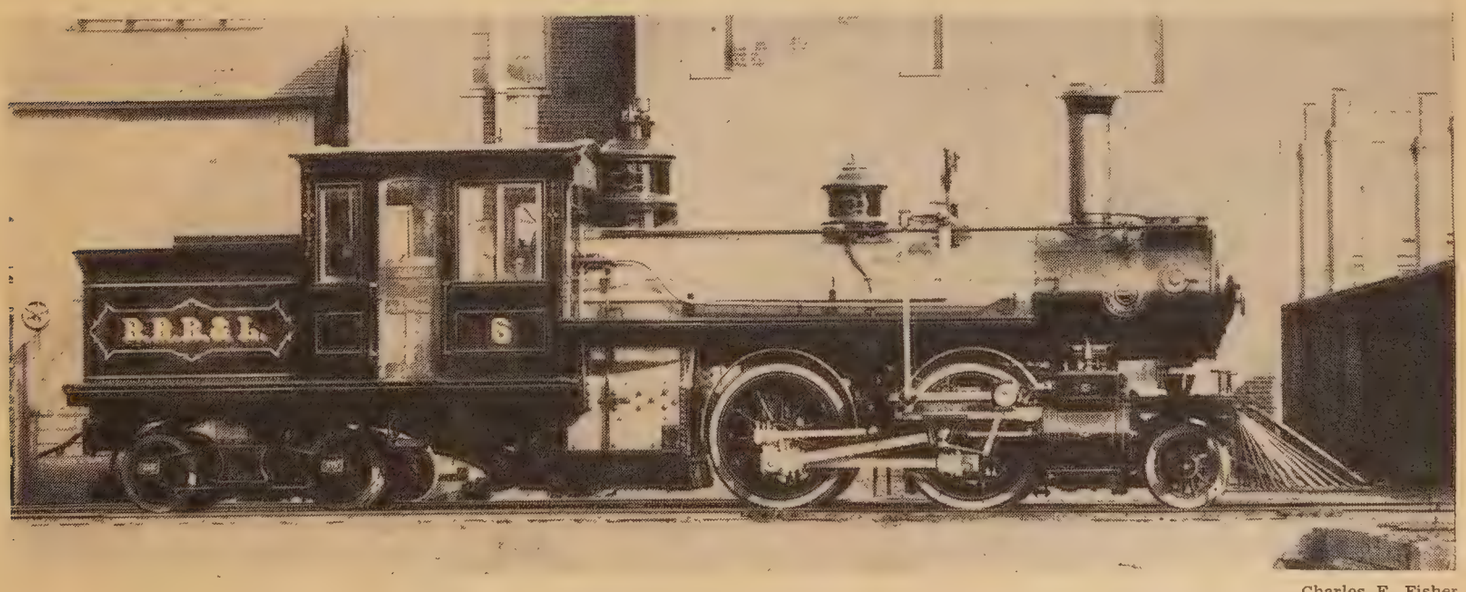
The project got rolling in 1872 when local business men formed a company to build an all-passenger narrow-gage line from Lynn to East Boston, with ferry connections to downtown Boston. By June, 1874, the directors had things pretty well in hand.

Lynn backed up the new company, called the Boston, Revere Beach & Lynn, with $9,000 worth of subscriptions. Pretty soon stations were springing up at towns along the newly acquired right-of-way—West Lynn, Ocean House, Revere Beach, Revere House, Atlantic, Revere, Orient, Winthrop, Wood Island, and Jeffries Point in East Boston. Lynn's new station was located, more conveniently, on Market Street.

Across the harbor in downtown Boston, a ferry slip and depot were built, and the ferryboat *Union* paddled in from New Bedford, to be joined later by the *Oriole,* the *City of Lynn,* and the *Swampscott.*

The Mason Machine Works of nearby Taunton set to work on three locomotives, worth $7,000 each, to be called the *Orion,* the *Pegasus,* and the *Jupiter,* while Gilbert Bush & Company of Troy, N. Y., turned out seven first-class coaches, costing $3,000 each, as well as two baggage cars and two open cars. On May 22, 1875, when the job of putting down rail began, Lynn staged a parade and a banquet.

But this was nothing compared with the festivities for the formal opening of the railroad the following July 28th. Lynn's flag-bedecked streets looked like the Fourth of July. At six o'clock that morning the trains and ferries began making hourly runs out of both terminals. The mid-point was Revere, but the trains passed each other, puffing in opposite directions on a ridge of Chelsea Beach, not far out of East Boston. Round-trip tickets cost 35 cents, while a book of seven singles came to a dollar. From Revere a dime would take you to either Boston or Lynn, and for two dimes you could travel over the entire road—



Charles E. Fisher

One of the early bogies at the Mason Works in 1886. Road added an old headlight when new engine arrived from builder.

COMMUTERS' NARROW-GAGE CONTINUED

through the salt marshes beside the sea, over the long wooden trestles where the tide flowed alarmingly high, and into the tunnel that opened upon the ferry slip where the Boston boat waited.

It was quite a ride. When the first day's operations were suspended at nine o'clock for the night, a total of 1075 passengers had made the 9.87-mile train and ferry trip, and the BRB&L was on its way.

In 1879, when Alexander Graham Bell strung a long-distance telephone wire from Boston to Salem along the narrow-gage track, the railroad's enterprising super, Edward H. Whorf, had one of the new contraptions, invented only three years before, installed in each station along the way. Skeptics smiled, but the telephone proved to be faster and more accurate for train dispatching than the Morse telegraph; and gradually other roads followed the BRB&L's example.

THE "YARD-WIDE LINE," as the BRB&L was sometimes called, was a success almost from the very start. New Englanders loved it. Few people called it the Boston, Revere Beach & Lynn. It was "the Narrow-Gage."

But the affection inspired by the Narrow-Gage did not brush off on its competitor, the Eastern. Animosity between the two roads had been growing since the early days of Lynn discontent, and it flowered into "the Depot War."

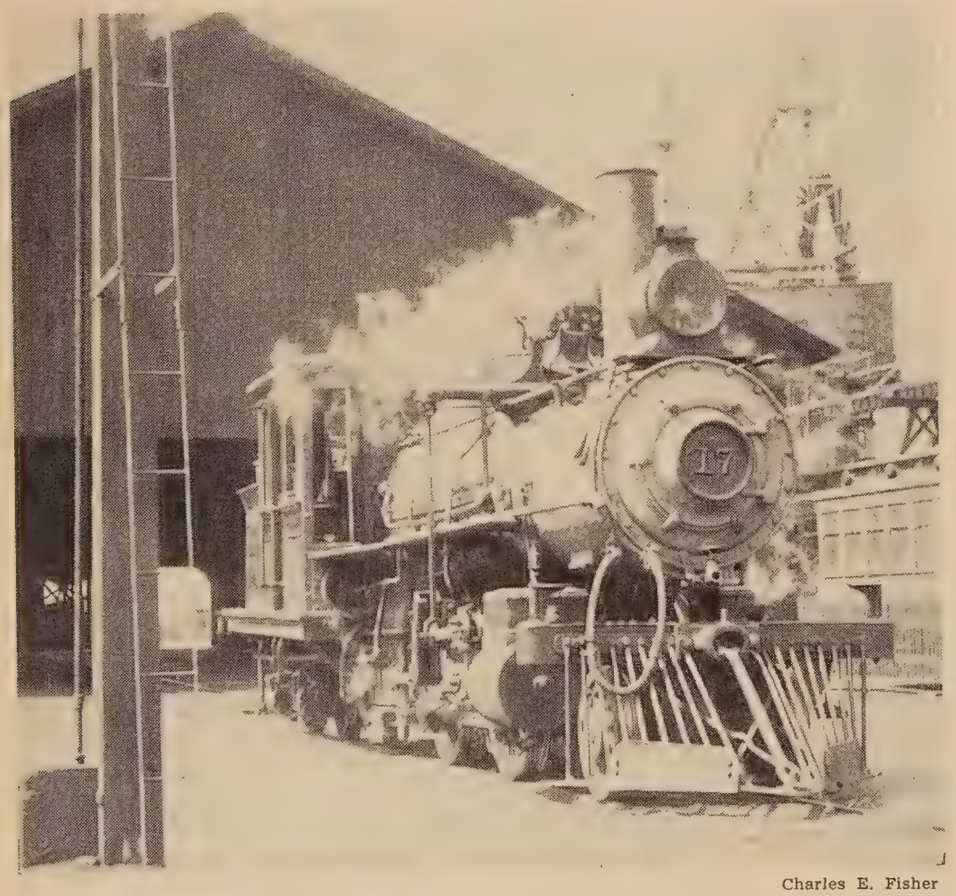
The Eastern, which also had terminals in East Boston and Lynn, gave the Narrow-Gage a real fight for business. Both carriers cut fares ruthlessly. The Eastern even went so far as to build a branch line from Oak Island through the Point of Pines along Revere Beach to Saugus River Junction. For months neither company showed a profit, but hostilities ended in 1890 when the Eastern was consolidated with the Boston & Maine. Before that happened, one Lynn mayor managed to win an election by making the conflict a political issue.

Meanwhile, the first bogie, or "coffee roaster," came to the line. This type of engine became the backbone of the road's motive power. When the Mason Works stopped building engines, the Taunton Locomotive Works turned out two from the same pattern; and when Taunton quit, the Manchester Works took over. Finally, when Alco closed the Manchester plant, the last three engines were produced in Schenectady. Thus the Mason patterns of 1882 served the line as long as steamers high-balled over the narrow-gage track.

Encouraged by its success, another slim-gaged line, the Boston, Winthrop & Point Shirley, was built in 1877. This one connected with the BRB&L at Winthrop Junction, later known as Orient Heights. It ran for five miles, through Winthrop and along the sand dunes to Great Head, not far from Point Shirley, before looping back to rejoin the line from Winthrop Junction.

In 1883 the BW&PtS became the Boston, Winthrop & Shore through a merger with the Eastern Junction, Broad Sound & Point Shirley, a road which existed largely on paper and never operated a train. The Narrow-Gage leased the BW&S in 1886, and absorbed it in 1891 as the Winthrop Branch, serving nine stations.

Until 1894, except for a few morning and evening rush-hour trains which ran directly into East Boston, passengers had to debark at Winthrop Junction for the branch. But by 1894, the branch had become almost as



Charles E. Fisher

Outside the trainshed at the East Boston ferry slip, No. 17 stood between runs. Trains left at ten-minute intervals for Winthrop and the Revere Beach resorts.

Charles E. Fisher Collection

Narrow-gage coaches and bogie halted at East Lynn. Tenders were permanently attached to engines. Note "litch bar" on pilot.

important as the main stem, and through trains were operated. A few years later the branch was double-tracked. Thereafter trains ran at ten-minute intervals, to and from East Boston.

The Narrow-Gage was modestly profitable. In 1890, however, the Metropolitan Park Commission took over Revere Beach and, although the BRB&L was forced to reroute part of its line through a less desirable area, business began to pick up. A year later the road got a new president, Melvin Ohio Adams, and a new age dawned.

President Adams stormed into a director's meeting one day and startled everyone present by proposing to cut the traditional twenty-cent fare to a nickel.

"It can't be done," the directors replied, unanimously.

Adams, an experienced lawyer, was not to be balked.

"What we want is to fill the seats in our trains," he said, "and cutting fares is the only way we can do it. Those north shore beaches are ideal residential areas for people who work in Boston. Give them a chance to break away from the city's heat, get a good night's sleep, and cool off. Give them cheap, fast transportation, and you won't be able to keep them away."

Adams got his way, and almost overnight the north-shore towns began to mushroom. The population of Lynn, Revere, and Winthrop doubled and quadrupled. In the early 1900's the road was carrying nearly 4,000,000 passengers annually.

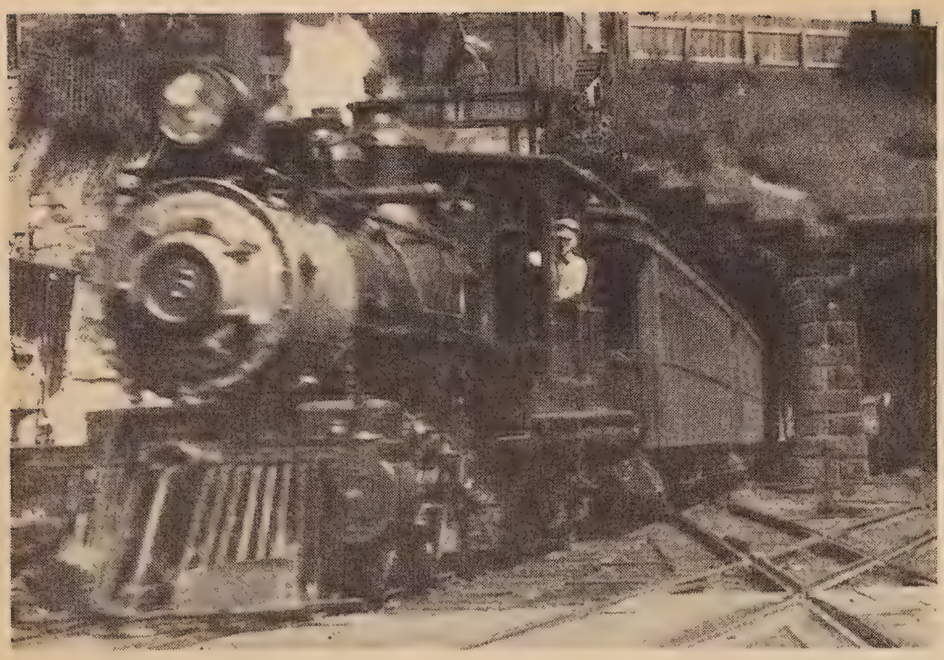
In 1907 business men built a playland known as Wonderland Park in a swamp near Bath House station. It was here that Annette Kellerman shocked the world by "indecently" swimming and diving in what today looks like grandpa's long winter underwear. Revere Beach became known as the Coney Island of Greater Boston, and the three-foot line entered its bonanza days.

Warm weather drew people to the beach like a magnet. But, many rode the Narrow-Gage just for the ride. On week-ends and holidays the Revere Beach line kept thirty-five engineers at the throttle, with trains running on ten-minute headway. Main-line trains boasted nine cars. Those on the Winthrop Branch had only six, but the six were so crowded that you might have to hang on the car steps or sit on the coal in the tender. At Bath House and Revere Beach a thousand people regularly swarmed over the track to greet oncoming trains. The hogger could only slow down, drop his Johnson bar into the corner, and give her the works in the hope of scattering the crowd as he pulled into the depot.

The mood was a holiday one, but death struck now and then. At Wood Island Park, children had a bad habit of walking on the trestle, and the jovial-looking Mason bogies sometimes struck and killed them. One hapless vacationer stubbed his toe on a track and fell down before an oncoming train. One of the line's oldest engineers fell to his death on the jagged rocks below Harbor View trestle as he hung out of his cab to inspect a hotbox.

Even the ferry boats had trouble. Time and again they got lost in the fog and headed out to sea. On one occasion, at the East Boston trainshed, a bogie climbed over her bumper into the harbor, leaving behind the train and a lot of frightened passengers.

The Winthrop loop in particular lay exposed to New England's renowned "nor'easters." Wind, tides, and ice storms bedeviled it constantly. During these storms the tide crept over the trestles, so that trains had to proceed gingerly through the water covering the rails. One gale drove a massive derelict ship against the flimsy



Charles E. Fisher

Ferry-bound from Winthrop, No. 6 pops out of the tunnel at East Boston. Second tunnel was built when traffic began to boom in years before World War I.

Wood Island trestle. Even so, the railroad kept running.

Business was so good, in fact, that for a while there was a lot of talk about building an extension to Salem and Peabody, but the closest the company came to expanding was buying the Point Shirley Street Railway in 1914.

That year annual passenger traffic rose to 7,000,000, and later to 20,000,000, an astonishing total for a short line. The BRB&L now had nearly 700 employes, 25 locomotives and 100 passenger cars. Three of the original ferryboats were scrapped at this time. A fourth, the *Swampscott,* was sold to a company in Portland, Me., for the Peake's Island run. The *Dartmouth,* the *Ashburnham,* the *Brewster,* and the *Newton* were added to the Narrow-Gage's navy. The BRB&L, with no outstanding stock on the market, paid high dividends to stockholders for nearly 37 years.

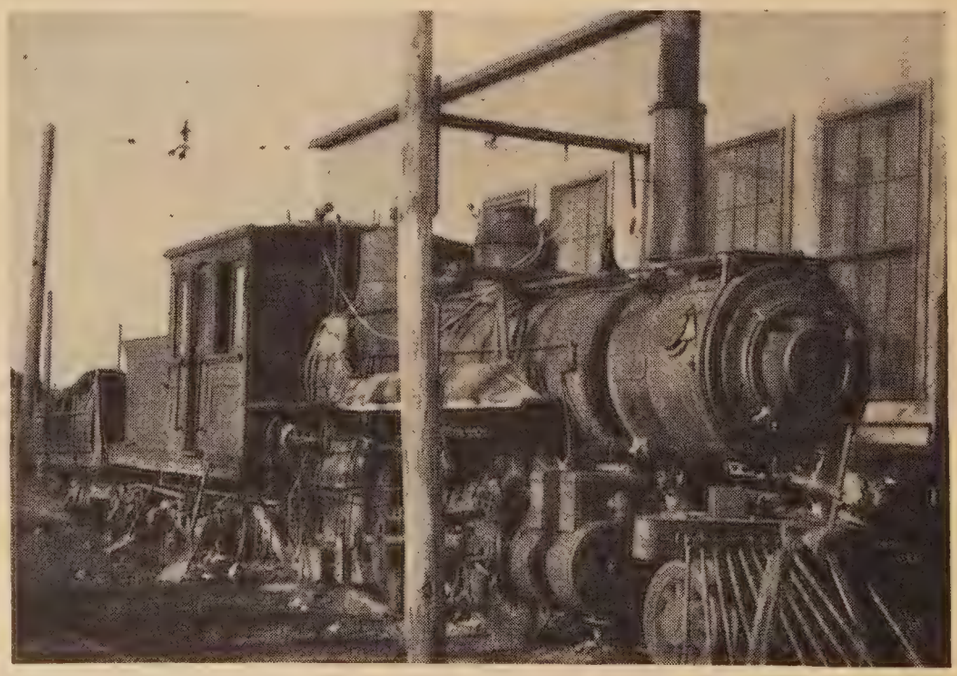
IN 1928 it passed into the hands of a New York outfit, the Eastern Railway Associates. The boom of the Twenties was nearing its end. When the new owners decided to electrify, at a cost of $1,000,000, the BRB&L assumed its first bonded indebtedness. The passing of the Narrow-Gage steamers was noted with regret; but electrification, completed on December 2, 1928, seemed to spell progress, efficiency, and profit.

After that, the Narrow-Gage was never the same. A central power plant was set up, trolleys replaced the bogies, and turnstiles were installed at stations. Where agents were not on duty, the trainmen collected the fare with a cash-register punch. Then came the crowning indignity. A bus service was introduced between Winthrop Beach Station and Point Shirley.

Most of the old coaches were rebuilt to run singly or in multiple, depending upon traffic. Several one-man trolley cars—standard interurbans set on narrow-gage trucks—were bought for the "owl" runs. Originally the company expected to sell its quaint old bogie engines to South or Central American railroads; but yard-wide trucks wouldn't run on meter-wide rails without expensive alterations, and so all were scrapped. The last one to remain on the roster, No. 14, served for a time as a heater at the Orient Heights car shops.

On the eve of the Depression, the Boston, Revere Beach & Lynn boasted 34.56 miles of track, including 8.66 miles between Boston and Lynn, 4.56 miles between Winthrop and Revere Beach, 13.2 miles of second track, and 8.24 miles of siding, all laid in sixty-pound rail. Besides four ferryboats, there were a total of 121 cars.

With the stock market crash in 1929, the Narrow-Gage was doomed. The factors which brought about its downfall were competition from buses, streetcars, and automobiles, as well as coastwise passenger boats.



Charles E. Fisher

When the Narrow-Gage was electrified in 1928, all the "coffee roasters" were promptly scrapped, except 14, which ended up as a heater at Orient Heights.

Then, too, Lynn's shoe-manufacturing industry slumped, unemployment rose, and many people stopped riding the cars. Without the electrification burden, the road might have got back on its feet during World War II.

Ironically, Boston's Metropolitan Transit Authority is now building a new electric line to Lynn, for the most part over what was once the route of the famed Narrow-Gage.

When World War II began in 1939, the BRB&L was bankrupt, and a few months later the courts permitted the road to suspend operation.

On January 27, 1940, the superintendent, John R. Sullivan, sadly issued this order:

The ferry boats go out of operation with the trains, and the last trip will be made by the *Brewster*, arriving at Rowe's Wharf at 11:47 P.M. The boat will unload and return to East Boston without passengers.

Trainmen on putting up their trains for the last time will see that all car doors are locked, tanks blown, and trolley poles placed securely under the hooks.

All night motormen who have a day off on Saturday will not report for Sunday work. Towermen who are due to report at 11:00 P.M. will not report for duty. All towermen on duty Sunday after 3:00 P.M. will remain at their posts until the last trains have arrived or departed.

(Continued on page 72)

ALL-TIME ROSTER OF LOCOMOTIVES OF THE BOSTON, REVERE BEACH & LYNN

Number	Name	Type	Builder	Builder's Number	Date	Cylinders	Drivers	Disposition
1	Orion	0-4-4	Mason	508	1873	10x15	36	Sold, 1888[1]
1		4-4-0	Hinkley	——	1879	12x18	39	Sold, 1901[2]
1		2-4-4	Manchester	27801	1903[8]	14x18	49	Scrapped, 1928
2	Pegasus	0-4-4	Mason	549	1875	10x16	42	Scrapped, 1896[3]
2		2-4-4	Manchester	1707	1899[8]	14x18	49	Scrapped, 1928
3	Jupiter	0-4-4	Mason	550	1875	10x16	42	Scrapped, 1896
3		2-4-4	Manchester	1708	1899[8]	14x18	49	Scrapped, 1928
4	Mercury	2-4-0	Porter, Bell & Co.		1876			Leased, 1878[4]
4		2-4-6	Mason	683	1882	14x18	48	Scrapped, 1904
4		2-4-4	Manchester	30125	1904	14x18	49	Scrapped, 1928
5	Leo	4-4-0	Hinkley	1240	1876			Sold, 1883[5]
5		2-4-4	Mason	720	1885[6]	14x28	49	Scrapped, 1928
6	Draco	0-4-4	Mason	559	1876	10x16	42	Scrapped, 1885
6		2-4-4	Mason	727	1886[7]	14x18	49	Scrapped, 1928
7		2-4-6	Mason	684	1882[7]	14x18	48	Scrapped, 1928
8		2-4-4	Mason	692	1883	14x18	48	Scrapped, 1900
8		2-4-4	Manchester	1741	1900[8]	14x18	49	Scrapped, 1928
9		2-4-4	Mason	740	1887	14x18	49	Scrapped, 1928
10		2-4-4	Mason	741	1887	14x18	49	Scrapped, 1929
11		2-4-4	Taunton	981	1890[7]	14x18	49	Scrapped, 1928
12		2-4-4	Taunton	982	1890[7]	14x18	49	Scrapped, 1928
13		2-4-4	Manchester	1742	1900	14x18	49	Scrapped, 1928
14		2-4-4	Manchester	25872	1902	14x18	49	Heater, after 1928
15		2-4-4	Manchester	27802	1903	14x18	49	Scrapped, 1928
16		2-4-4	Manchester	30499	1905	14x18	49	Scrapped, 1928
17		2-4-4	Manchester	39054	1906	14x18	49	Scrapped, 1928
18		2-4-4	Manchester	42268	1907	14x18	49	Scrapped, 1928
19		2-4-4	Manchester	42741	1907	14x18	49	Scrapped, 1928
20		2-4-4	Manchester	42742	1907	14x18	49	Scrapped, 1928
21		2-4-4	Manchester	42743	1907	14x18	49	Scrapped, 1928
22		2-4-4	Manchester	50830	1912	14x18	49	Scrapped, 1928
23		2-4-4	Manchester	50831	1912	14x18	49	Scrapped, 1928
24		2-4-4	Schenectady	54590	1914	14x18	49	Scrapped, 1928
25		2-4-4	Schenectady	54591	1914	14x18	49	Scrapped, 1928
26		2-4-4	Schenectady	54592	1914	14x18	49	Scrapped, 1928

[1]Originally built for the North & South of Georgia, the engine went through a trestle near Rome, Ga., while in transit, returned to the builder, and was sold to BRB&L in 1875 which later sold it to the Nantucket Railroad.

[2]Originally the Profile & Franconia Notch *Profile*, she came to the BRB&L in 1899 from the Boston & Maine, was later resold to the Nantucket Railroad.

[3]Leased to the Boston, Winthrop & Point Shirley, 1883, returned to BRB&L, 1892, burned at Winthrop Junction, 1896.

[4]Boston, Winthrop & Point Shirley.

[5]Brown Co., Fla.

[6]Rebuilt, 1917.

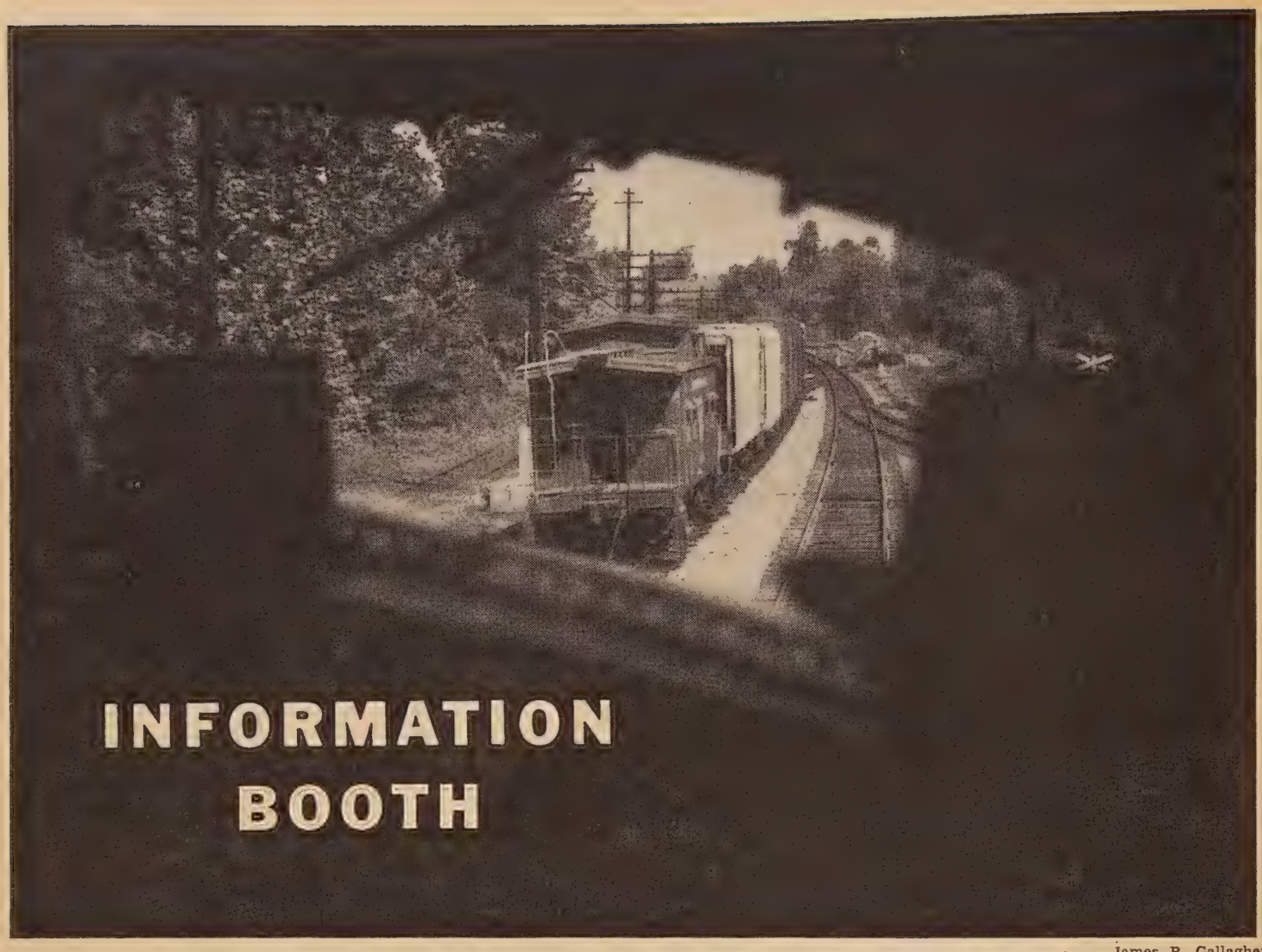
[7]Rebuilt, Manchester, 1920.

[8]Burned in the roundhouse fire at Orient Heights in 1904, these were rebuilt.

Note: BRB&L acquired the Boston, Winthrop & Shore No. 1, an 0-4-4ST, when it absorbed that road in 1892, but the engine was quickly scrapped—in 1893. This roster was prepared by Charles E. Fisher, President, Railway & Locomotive Historical Society.

Stephen D. Maguire

First electric train to run on BRB&L rails consisted of 47 and 100, converted steam coaches. In 1928, million-dollar electrification project spelled progress, efficiency, profit. Ten years later, with debt unpaid, the Narrow-Gage went bankrupt.



INFORMATION BOOTH

James P. Gallagher

ASK BARBARA: Railroad questions are answered here every month by our research expert — as many as space permits. Top priority is given to subjects that seem to be of wide general interest. Address Miss Barbara Kreimer, *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y. No replies will be sent by mail.

1

Question *What are the railroad gages of the principal countries?*

Answer That is a tall order. The list includes:

5 feet, 6 inches: **India, Ceylon, Spain, Portugal, Argentina, and Chile.**

5 feet, 3 inches: **Eire, South Australia, Victoria (Australia), Brazil.**

5 feet: **Soviet Union.**

4 feet, 8½ inches: **standard gage in the U.S., Canada, Mexico, Cuba, Peru, Great Britain, France, Italy, West Germany, The Netherlands, Belgium, Sweden, Norway, Denmark, Turkey, Switzerland, Austria, Yugoslavia, Greece, and North Africa. Before they came under Russian influence, East Germany, Poland, Czechoslovakia, Hungary, Bulgaria, Rumania, and China also had standard-gage roads.**

3 feet, 6 inches: **Australian states of Queensland, South Australia, West Australia, and Tasmania; also New Zealand, the Union of South Africa, East Africa, the Gold Coast, Nigeria, the Sudan, Japan, Indonesia, and the Philippine Republic.**

3 feet, 5¼ inches: **Asia Minor and Algeria.**

3 feet, 3⅜ inches (one meter): **India, some South American countries, East and West Africa, Burma, Malaya, Siam, and Indochina.**

3 feet: **Eire.**

2 feet, 11 inches: **Sweden.**

2 feet, 5½ inches: **India and Ceylon.**

1 foot, 11½ inches: **Wales, India, some South American countries.**

Several roads in Maine and elsewhere had two-foot gage, but all have been abandoned. *Railroad* will publish a feature article on the two-footers in the near future.

2 *What is the world's highest point reached by a railroad?*

The meter-gage Antofagasta & Bolivia line at Montt, Chile, 15,817 feet above sea level.

3 *What has happened to Baldwin-built Northern-type locomotives 700, 701, and 702 of the Spokane, Portland & Seattle?*

The SP&S bought those three in May, 1938. Two were operated on passenger trains 3 and 4 between Portland, Ore., and Spokane, Wash. The other was used for relief when needed, and hauled freight between Vancouver and Pasco, Wash. In January, 1953, the three were replaced by two two-unit Electro-Motive 1500 horsepower diesels. Since then, they have been used intermittently on main-line freight between Vancouver and Pasco, and for extra passenger service as required. When not in operation, they are stored serviceable in the Vancouver roundhouse.

4 *Are any nationalized rail systems entirely dieselized?*

Yes. Uruguay has just received its 64th diesel-electric locomotive from General Electric, thus becoming the first national system to be fully dieselized. Of the 61 GE locomotives operating in Uruguay, three are 1500-horsepower standard road switchers, 47 are 1400-horsepower double-end and box-type cab locomotives, ten are standard GE 44-ton switchers and four are standard 25-ton switchers.

In northwestern Uruguay, diesels will not be put into actual use until the job of modernizing tracks and bridges is completed. The diesel-electric program began in 1950, shortly after the country's railroads were nationalized. At that time, many oil-burning steam locomotives, with an average age of 45 years, were replaced.

5 *Describe the new type of flatcar built to carry such large and heavy loads as turbine generators.*

These cars were designed jointly by General Electric and the Pennsylvania Railroad. More than 92 feet long, each has a capacity of 500,000 pounds. The loading platform is 30 feet long. The steam-turbine generators shipped on these cars are part of a series of 200,000-kilowatt equipment scheduled for delivery to a new powerhouse for the Atomic Energy Commission.

William D. Middleton

One of the world's oldest locomotives in service was No. 1 of the Tangier-Fez Railway in North Africa. Built in France around 1860 and retired in 1953, the switcher is shown here at Fez, Morocco.

General Electric

Casey Jones never pulled a flatcar like this. More than 92 feet long, the special Pennsy equipment is ready to haul 180-ton GE high-pressure generator stator.

Nicholas Morant, Canadian Pacific staff camera man, goes to considerable trouble to plan his breath-taking photos. This one shows the *Imperial Limited*, which was pulled off years ago, near Kenora, Ont., on its run from Montreal to Vancouver.

6 *Please list locomotive whistle signals.*

Each blast has a meaning all its own, as any hogger will tell you. Here are the principal ones. A dash indicates a long blast; o, a short one:

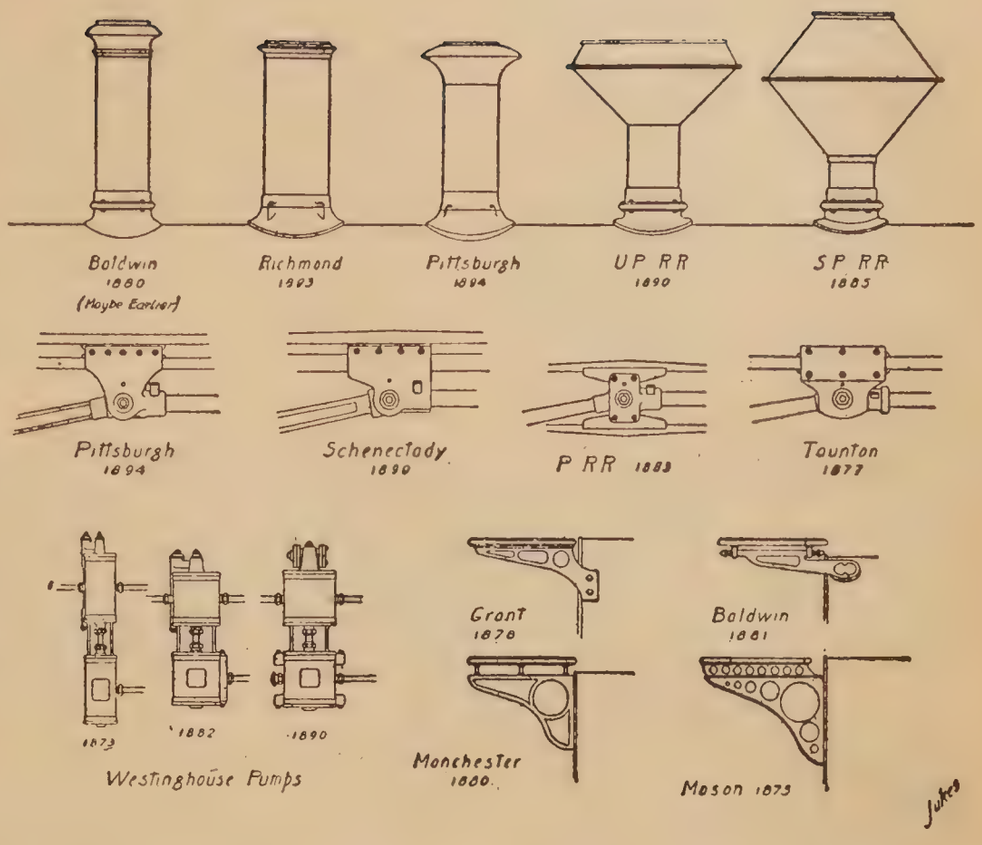
-ooo: Train is about to stop. Flagman, protect the rear.
----: Flagman, return to train, from west or south.
ooo (when train is standing): Train is about to back.
ooo (when train is moving): Train will stop at next passenger station.
-oo: Train calling attention to tower men and yard engine crews that it is carrying signals which warn another section is coming.
oooooooo (series of short whistles): Warning to persons or animals on tracks.
o-: Attention, crew. Look over train at once for leaking air, steam hose connections, or sticking brakes.
-ooo -ooo: A fire has been spotted along tracks.

7 *How can I identify dates and builders of oldtime steam locomotives?*

There are many ways. Our February issue told you how to tell them apart by the designs of sand boxes. We now add a brief description of stacks, guides and crossheads, pumps, and box headlight brackets, based on information supplied by Fred Jukes, an authority on oldtime motive power.

Baldwin's stack of 1880 set a basic pattern for stacks. Although it varied in size, it had a cap and base typical of Baldwin lines. Capped stacks were first used in the 1860's, and the Pennsylvania's adaptation of them featured a band of beading at the bottom of the cap. In 1881 a new PRR stack appeared without the beading. Pennsy Class R freight engines in 1885 sported a tapered or "bootleg" stack. This was not used for passenger power until the Class P of 1894 was built. Diamond stacks were screened inside to prevent wood-burning locomotive sparks from setting fire to the countryside.

Guides and crossheads also were identifying factors. The old four-bar guide, used mainly on eight- and ten-wheelers, was familiar, but the Laird model, or two-bar type, Pittsburg and Schenectady samples of which are shown in the drawing, varied with the builders. The third drawing on the chart shows the "Alligator," another two-bar type, and the fourth drawing a "single bar" type.



Collectors of oldtime engine photos will find these drawings helpful in identifying builders. Rebuilt locomotives with "patchwork" parts are hardest to spot.

The tapering of main rods was universal practice, but during the 90's and later, Brooks main-rods, on all but its smallest engines, differed from those of other builders in that they were of the same section throughout.

Air-pumps are helpful in checking an engine's date, although many were built as late as 1886 with the old "straight"-air, six-inch pump.

Headlight bracket designs were as numerous as builders. They ranged from the high ornamentation of Danforth & Rogers to the plain support of Baldwin. Headlights were usually made not by locomotive builders, but by specialists in that line.

8 *Your recent article on Rudolph Diesel prompts me to ask for a brief account of conditions on German railways.*

The major railway transportation of Western Germany is provided by the *Bundesbahn* (National Railways), owned and operated by the German Government for more than 100 years. Small feeder and suburban lines are privately run, but none of these competes with the *Bundesbahn*. Eastern German railways are, of course, Russian-controlled; we have very little data on them.

Western German rail service is rapidly progressing. New diesel streamliners are being built to operate on a fast schedule from Hamburg on the north to Basel, Switzerland, on the south. Connections are planned for points along the routes to Austria and Italy, as well as to southern France and Spain.

Diesel locomotives on these roads are designed according to latest developments in European equipment. German trains follow the European class system of travel. Roomy first-class compartments are fashioned with mohair, cushion-type seats; second-class accommodations for about six passengers are equipped with leather-back seats; and third-class, wooden seats for about eight passengers.

Trains on heavily traveled lines such as Dortmund-Frankfurt, Mainz-Mannheim and Munich, Munich and Bentheim-Hamburg, run on very close headway. The only service to the Russian sector is an army train which makes daily trips between Bremerhaven, Frankfort, and Berlin.

Much of the German railway system south of Stuttgart is electrified. The rest of the country has largely steam power, except for fast trains such as the *Rhien-Main Express* and the *Paris Limited.*

Oddly enough, Germany, where the diesel engine was discovered and developed, has no diesel locomotives yet in main-line passenger or freight service, but uses some for switching at small stations. However, General Motors has a contract to build diesels for main-line German trains, so we can expect to see them operating fairly soon.

German railways have recovered remarkably since the war. With rolling stock, bridges, marshaling yards, and rail centers severely damaged, the Bundesbahn had to tackle almost total reconstruction. Because of a shortage in equipment, much work was done by hand.

9 *How many gas-turbine locomotives are in service?*

General Electric announced the manufacture of its 100th combustion gas-turbine unit last December, but only 27 of these are used for locomotives. Because of the adaptability of the gas-turbine to meet power demands of rapidly expanding industry, GE feels that more and more of them will be used not only for motive power but for other purposes as well, many of them to complement steam-turbines.

10 *How did the Northern Pacific emblem originate?*

A chief engineer of the road, while visiting the Columbian Ex-

H. L. Kelso

Maybe some reader can tell us when and where the telltale was first used. The date was probably some time after the Civil War. This device has probably saved a great many lives, warning trainmen on the car tops, such as the man shown here, of approaching bridges and tunnels.

position at Chicago in 1893, was so much impressed by the pattern used on Korea's national flag that he thought it would make an effective trademark for his company, which was hauling much silk from the Orient. Actually, the design, known as the "great monad," is a mystic symbol for eternal life. It was devised by an Oriental scholar, Chow Lien Ki, to illustrate the philosophy of Fuh Hi, a Chinese wise man who lived between 4000 and 3000 B.C.

11 *Are there any railroads still using 2-6-2 (Prairie type) engines? The Milwaukee Road used to have 24 of these. Are any 2-8-4 (Berkshire type) or 4-8-4 (Northern type) engines still operating on the Richmond, Fredricksburg & Potomac?*

The Northern Pacific may still have a few 2-6-2's in service, but all other large roads have scrapped them. Some industrial lines may still use this type. The Milwaukee is all dieselized, and, although a few 4-8-4's of the RF&P were stored at Richmond, Va., most of its steam power has been scrapped.

12 *During a vacation trip last summer I noticed a Central Vermont train traveling south out of White River Junction, Vt. Would it have been operating on Boston & Maine rail? If so, where does it return to its own line?*

The 74 miles between White River Junction and East Northfield, Mass., are operated as "joint section" for the Central Vermont and the B&M. Actually, the section is made up as follows: CV ownership—White River Junction to Windsor, 15 miles, and Brattleboro, Vt., to East Northfield, Mass. (west side of the Connecticut River), 11 miles; B&M ownership—Windsor to Brattleboro, 48 miles, and trackage on the east side of the Connecticut River between Brattleboro and East Northfield.

The two lines between Brattleboro and East Northfield provide double-track facilities. Southbound trains use the Vermont (west) side; northbound trains, the New Hampshire (east) side. Both companies run trains over the joint section, using their own crews and equipment.

13 *What is the Incline Railroad at Bingham, Utah, used for?*

This "lift" is the only means of transportation to the top of a hill on which are located the offices and engine yard of the Kennecott Railroad, a private line. The incline is used almost exclusively by the road's employes.

Running Extra

REPORTING a recent "windfall" in the form of old railroad bills, Clyde and Jan McMullen, Box 191, Fairbanks, Alaska, tell us that the currency was issued by the Lake Washington & Deer Creek Railroad & Banking Co., Princeton, Miss., in 1837 and 1838. Printers were Underwood, Bald, Spencer & Huffy of New York and Philadelphia.

"Pictures on a $10 bill," they write, "resemble the pioneer English locomotive, *Stourbridge Lion*, pulling what appear to be three flanged-wheel stage coaches."

The McMullens want information on the LW&DC line. Can any reader help them?

Our recent items on oldtime wrecks have prompted C. G. Preston, Jacksonville, Ill., to ask for details on a double-header "cornfield meet" on the Southern, south of Danville, Ky., in 1902 or '03. Mr. Preston recalls he was threshing wheat nearby at the time.

"Carload Andy" Ospring, 1322 N. Ontario, Burbank, Calif., wants to hear from anyone familiar with early-day railroading on the old St. Louis, Vandalia & Terre Haute (now PRR).

On page 28 of our March issue we stated that the price of the *Official Guide* was fifty cents per copy. This should have read $3.50.

Photographer William D. Middleton, 901 Clarence Court, Madison 5, Wisc., writes that in reading over our recent item on the length of service of the Stockton Terminal & Eastern's No. 1, he was reminded of a series of engines on the Moroccan Railway in North Africa, which beat the One-spot's record by several years. He says some of these locomotives, CFM-3, class A, 0-6-0's, were built in 1860, others before 1870. Fourteen were operating as recently as 1953.

Our reference to the ST&E stated that the One-spot, built in 1867, had seen 87 years of service. Apparently Moroccan oldtimers can top this performance.

Not long ago we ran an item on a GE diesel locomotive with a windowless cab side, used by a chemical corporation. We now learn that GE has developed and built a similar type for the Atomic Energy Commission. Designed with a heavy shield over one side, she moves employes and equipment at the National Reactor Testing Station near Idaho Falls, Idaho. The shielding protects the workers from possible radiation during the transfer of material between assembly and test areas.

C. T. Steeb

Busy incline cars at approach to hilltop yard and offices of private railway in Bingham, Utah.

Miss Helen J. Keune, 16 Tallman Ave., Cranston 10, R. I., writes that she has received a box labeled "Washington & Pacific Northwest Souvenir Playing Cards." She wants to know the story behind these.

"The Scioto Valley & New England Railroad is my subject of research," writes Roger R. Milam, 8008 Maple Ave., Tacoma Park 12, D. C. He thinks it was started several years ago in southern Ohio, and would appreciate historical data from readers.

H. B. Soper, 189 Main St., Littleton, N. H., saw the *Pennsylvania Limited* wreck, February 15, 1911, near Altoona, Pa. He wants to hear from one of the train's enginemen, now retired.

Photo on page 32 shows the head end of B&O's westbound *Metropolitan Special* overtaking a freight in West Virginia.

Bob McMillan in the cab of the *City of New Orleans.*

STILL A HOGGER AT 82

A Man Who Fired for Him Tells of Bob McMillan's Sixty-Six Years on the Illinois Central

A TRUE TALE

by ERNEST M. DOLAN

UP AROUND CHICAGO a number of years ago, an old engineer named Fogarty let it get around that he intended to cop the honor of being the senior engineer on the Illinois Central. Shortly thereafter, from down in Centralia came word that "Polecat" McMillan had just purchased a dozen suits of new overalls—enough to last thirty-six years.

"Nuff sed," observed Fogarty, and retired.

Fogarty never had a chance. Today Robert Taylor McMillan, or Polecat as everyone calls him, is eighty-two—his birthday is August 10—and still going as strong as he ever has—according to some, maybe even stronger. Dean of Illinois Central engineers and a veteran of sixty-six years of railroading, Bob McMillan pilots the IC's prize streamliners, the *Panama Limited,* the *City of New Orleans,* and the *City of Miami,* between Centralia and Cairo, Illinois.

"Running a diesel," he says, "is a lot easier than driving an automobile —you don't have to guide it—and a heck of a lot better than sitting around home all day polishing the seat of your pants."

Probably there isn't a better known

Illinois Central Photos

One of the luxury trains Bob pilots is the *Panama Limited,* shown here cruising along Chicago's Michigan Avenue.

or more popular employe than Bob on the "Main Line of Mid-America," unless maybe it's IC's President, Wayne A. Johnston. People like Bob instantly. He has a hearty laugh that makes him shake all over and a gruff booming voice that can be heard a block away. He likes people, and there's always a crowd around him when he's "shootin' the bull" with a bunch of cronies. He's got plenty of stories to tell.

He's already traveled somewhere around three million miles, handling thousands of freight and passenger trains, as well as countless circus, troop, and special trains. With one of those specials, Bob hung up a division speed record which nobody was able to break until IC got around to replacing its motive power and improving its roadbed. What happened was this:

Back in 1923, Theodore A. Kochs, millionaire manufacturer of barber chairs, was thought to be dying in a hospital in Memphis, Tenn. His wife and son chartered a special in Chicago in a desperate attempt to reach his bedside before he passed away.

Bob took over the special at Centralia for the 110-mile run to Cairo. Unlike most specials, no time schedule was arranged. The only order Bob had was to get there as quickly as he could. A clear rail was guaranteed him.

Freight and even local passenger trains were ordered to take sidings at least an hour in advance of this train, and flagmen were stationed at all the principal crossings in the villages and cities along the route. Bob streaked over the division without a stop, while railroad men from Chicago to Memphis breathlessly followed his flight by telephone or telegraph.

Between Centralia and Carbondale where the track is straight, Bob had nothing to do but coax and jockey all the speed out of his hog that he could, but south of Carbondale where forty-five and fifty-mile-an-hour curves predominate with only a few straight-a-ways sprinkled in between, Bob had to pit all his skill and judgment against disaster—without even a speedometer to help him. But Bob knew every curve and what it would stand as well

(Continued on page 54)

TRANSIT TOPICS

by STEVE MAGUIRE

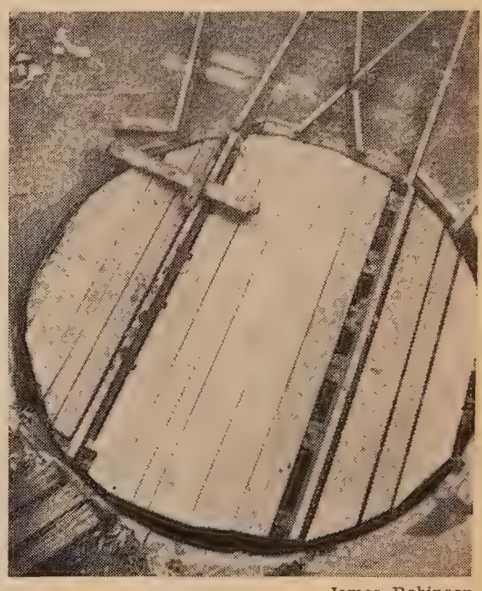
Steve Maguire

A FEW electrified steam railroads, among them the Waterloo, Cedar Falls & Northern, whose Waterloo, Ia., roundhouse was recently destroyed by fire, still have turntables. Probably the most famous to operate on an electric-powered railway are those located at either end of the San Francisco cable-car line. Passengers customarily jump off when the car glides onto the turntable and do the work of pushing it around for the return trip themselves.

AFTER trying to rid itself of the Shore Line for years, the Chicago, North Shore & Milwaukee has finally received permission from the Interstate Commerce Commission to abandon its fine fast passenger service on the line, reports Lynne B. Fleming, 5135 S. Harper Ave., Chicago 15, Ill. Regular commuters have been holding meetings in an effort to save their railroad, but whether they will be able to do anything remains to be seen. The crisis for another interurban line is at hand.

Reader Fleming also says that there is increasing talk of letting the Chicago, Aurora & Elgin line run into the Loop again. The use of a terminal far out on the west side of the city has not been working out at all well. We have always felt that the CA&E operators used this device in the hope of being able to eliminate passenger service—and perhaps the whole line—when

(Continued on page 49)



James Robinson

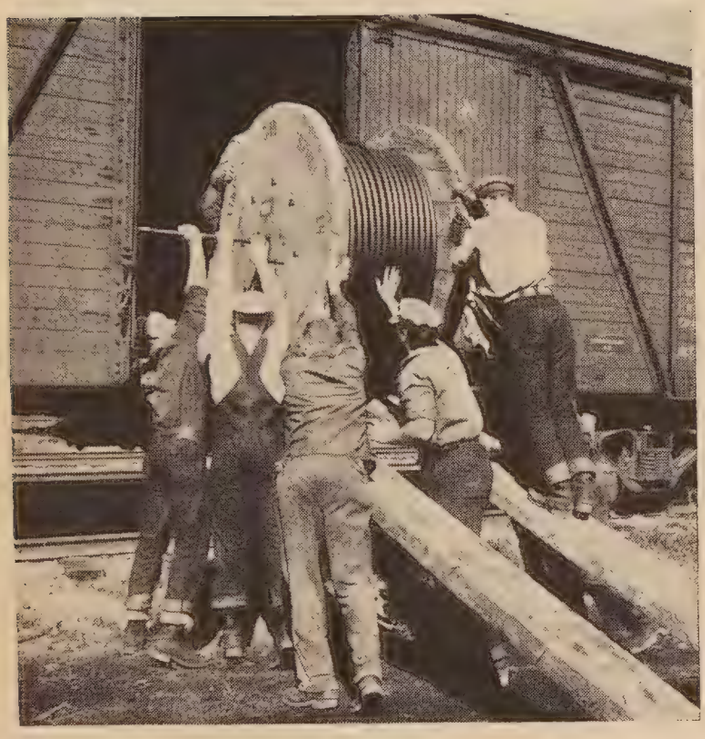
Turntable at the 155th Street yards of New York subway's IRT Division.

Steve Maguire

Turntable on the formerly steam-powered Waterloo, Cedar Falls & Northern. Flash fire in the roundhouse at Waterloo, Ia., recently wiped out most of the line's electric interurbans. Table may have prevented speedy evacuation of the cars.

NEW BLOCK SIGNAL SYSTEM IN THE ROCKIES

PHOTOS BY CANADIAN NATIONAL RAILWAYS



Modern block signals have come to the Canadian National's twisting, tunneling main line over the Rockies between Jasper, Alta., and Port Mann, B. C. Top left, a signal installation crew gets ready to do the job, unloading a 500-foot roll of cable.

Les Robertson, above, checks voltage of the signal circuits with a meter at Pyramid Falls near Blue River, B. C. Color lights and relays are activated by storage batteries kept continuously charged by diesel-powered generators installed every 50 miles.

Jack McIntyre, left, drills holes for bonding wires that will conduct current for operating the signals past the rail joints. The system, a standard automatic block setup designed by the General Railway Signal Co., is ideally suited to regulating train movements through CNR's rugged western divisions.

The system's powerful searchlight-like red, green, and yellow lights tower above the primordial grandeur of the Canadian wilderness. When the installation is completed, CNR will have 300 miles of the lights, mounted on masts or on dwarf signals. Train operation safety is expected to improve considerably.

Ara Mesrobian

Center-door No. 102 no longer stops to pick up passengers at Alton. Line was abandoned a few years ago.

ILLINOIS TERMINAL

In Her Great Days She Had Everything—and Enough Glory Remains to Make Her North America's Longest Interurban

by ALEXANDER TURNER

ONLY A FEW SHORT YEARS AGO, Central Station in St. Louis, "The Gateway to Illinois," as it is sometimes called, seemed like the Promised Land —at least to the interurban fan. There you could see fast streamliners leaving for Springfield, Peoria, and Decatur, heavy old interurbans moving out at intervals to serve less populous towns, center-door lightweight cars giving frequent service to the Alton divisions, and new PCC locals threading their way among the long-distance traffic to Granite City across the river.

The Illinois Terminal Railroad had everything. Even today it offers the longest interurban run in North America, no mean distinction, but once, and not long ago either, its profile was as rich as its classes of service, with subway, elevated, center-of-the-street, marginal-highway, and private-road operation. In St. Louis,

its track rested on granite ballast laid atop impressive steel structures, while in Eastern Illinois they sank into the roadside mud. Heavy freights bustled about at the Alton tidewater docks. Package express service and loaded hoppers, train loads of soy beans, and closed-pouch mail—all moved over its lines. Yes, the Illinois Terminal had everything—in road, in rolling stock, in service, and in operation. And much of it still remains—at least at the moment—to remind us of what used to be.

The railroad dates back to the early years of the century when in 1902 the Danville, Paxton & Northern started construction of an interurban railway eastward out of Champaign, Illinois. Thereafter a network of interurban lines was constructed, by a number of corporations, linking such cities as Champaign, Decatur, Bloomington, Peoria, Lincoln, Springfield, and St. Louis. In 1910, all these lines were consolidated to form an extensive system serving the busy agricultural cities of central and southwestern Illinois and the industrial areas around St. Louis—the Illinois Traction.

In 1914 the system served six coal mines and twenty-two grain elevators with more to come. Continuous block signals with lower quadrant semaphores protected 150 miles of line, and the public was invited to "watch them work." Telephones connected all sidings and passenger stations with dispatchers. Power plants at Venice, Peoria, Riverton, and Danville generated 40,000 kilowatts continuously to keep the traffic moving and to provide power for a number of towns and rural communities as well.

IT's rolling stock reflected the variety and volume of its business. The company owned at that time 113 passenger cars, 35 trailers, 7 parlor cars, 5 sleepers, 2 official cars, 19 express motor-cars, 5 baggage cars, 2 baggage-and-scenery cars, 4 combination passenger-baggage cars, 103

One of the IT's big, heavy interurbans takes on a load of milk and baggage. System also carries closed-pouch mail, industrial and agricultural freight.

David L. Waddington

Coach trailers 531 and 538 wait out the night in the station yard at Springfield, hub of the system, where Northern, Southern, and Central divisions join.

Interior of air-conditioned reserved-seat coach which ran between Peoria, Springfield, and St. Louis. For years the IT set a standard for luxurious travel.

Lowell M. Bush

Lightweight center-door car 101 on the Alton-St. Louis Division in Granite City shortly before service was dropped.

Donald Dietrich

IT diesels at Edwardsville, where St. Louis-bound freight trains are broken up for the Alton or O'Fallon lines.

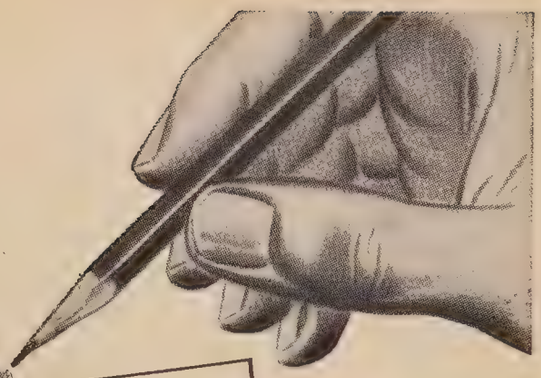
express trailers, 4 express reefers, 29 locomotives, 15 cabooses, 2 cinder cars, 15 pieces of construction and work equipment, 15 line and wrecking cars, 115 box cars, 322 flat bottom coal cars, 15 hopper coal cars, 6 ballast cars, 221 gondolas, 25 side-dump cinder cars, 5 trail reefers, and 27 flat cars. Not bad for an interurban line.

In 1925 Illinois Traction bought an interest in several other railroads in the St. Louis area, among them the St. Louis, Troy & Eastern and the St. Louis & Illinois Terminal Belt Railway. Three years later all these steam roads were acquired outright along with the St. Louis & Alton interurban line, and consolidated to form the 476-mile Illinois Terminal Railroad. Not long after a new headquarters building began to rise in St. Louis. New stations were constructed in Decatur, Springfield, and Peoria, and a new subway and elevated line was built into downtown St. Louis. Twenty-five years later, the steam lines had been dieselized, the Peoria station abandoned, but the electrified passenger service still retains most of its interurban character.

But a large portion of the Illinois Terminal's original lines are still intact. The line between Decatur and Mackinaw Junction has been abandoned, except for a few miles extending north out of Decatur through Forthsyth, while the northern division now ends short of Peoria, across the river in East Peoria. On the eastern division, short lines to Hillsboro, Homer, Catlin, and Ridge Farm have been torn up, and the eastern terminal cut back from Danville to Ogden. The passenger interurban to Alton has been abandoned along with the line between Alton and Grafton. When the St. Louis subway terminal was completed, the old route to the McKinley bridge was razed, and here and there a few other sections of track have been relocated. But the bulk of the original route still remains—around 365 miles of it.

The dieselized freight lines, linking St. Louis, Alton, Edwardsville, and Troy Junction, form a misshapen diamond with a stem trailing off from Troy Junction to O'Fallon in the southeast. The electrified line cuts north out of St. Louis to Edwardsville through Granite City where the company operates a loop-shaped local trolley route into the St. Louis subway station. At Edwardsville, beyond the Terminal Division and the originating point for northbound through freights, southbound freight is broken up before moving on toward St. Louis over the O'Fallon or Alton freight lines. Somewhere around eighty miles north of Edwardsville, lies the city of Springfield, the hub of the system,

Can you spot the BIG LOSER on this scorecard?



★ TRANSPORTATION SCORECARD ★

	RAILROADS	INTERCITY TRUCKS	INLAND WATERWAY CARRIERS	AIRLINES	INTERSTATE BUSES
Does carrier build and maintain the "roadway" which it uses?	YES	NO	NO	NO	NO
Does carrier pay property taxes on its "roadway" for support of the general services of government?	YES	NO	NO	NO	NO
Does carrier meet all its true costs instead of being helped by tax money?	YES	NO	NO	NO	NO
Is carrier compelled to maintain routes and services which do not pay their own way?	YES	NO	NO	SEE NOTE #1	NO
Are carrier's rates regulated by government agencies?	YES	SEE NOTE #2	SEE NOTE #3	YES	YES

#1. Any mail-carrying commercial airline which operates at a loss receives additional Federal subsidy to cover its deficit.

#2. Only 38% of intercity truck transportation is regulated, in part, by the Interstate Commerce Commission.

#3. Only 12% of inland water transportation service is regulated to some extent. Water carriers enjoy special protection from railroad competition.

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Most of the things you enjoy in your daily life – your home, your car, your clothes, the food you eat – are available to you in such quantity because America enjoys the world's greatest system of mass transportation. And the better that system works, the better for *you.*

But when that system is not permitted to work at its best, it is *your* loss.

As you can see from this scorecard, only the railroads among these transportation agencies are meeting all their true costs without help from tax money.

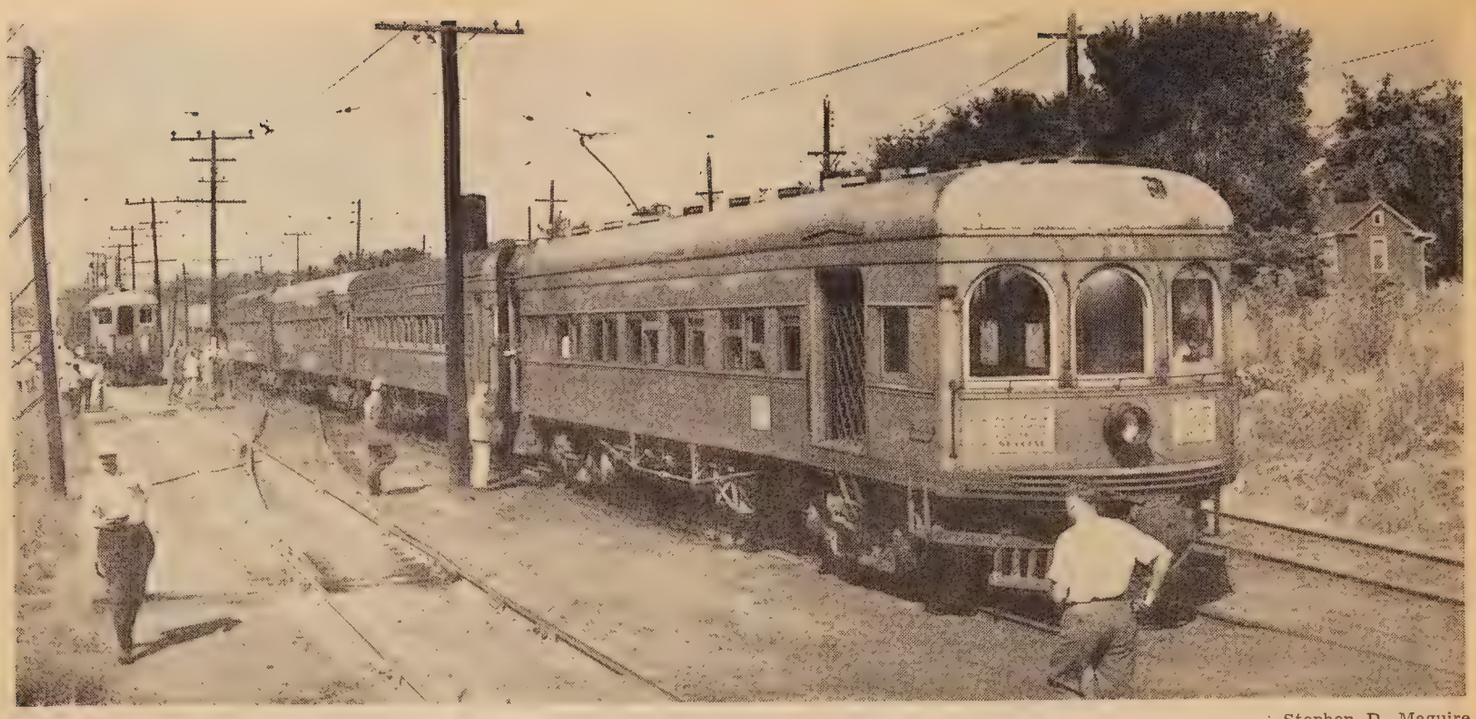
And yet, railroads are subject to such laws and regulations, both in their rates and in their services, that they are not allowed to compete with other forms of transportation on an equal basis.

This costs *you* money in two ways – in higher taxes and in higher *real* costs of transportation.

You can help get lower *real* costs – and lower taxes, too – by supporting measures, state and national, which will put all forms of transportation on an equal basis – and which will give America's railroads freedom to compete.

Association of American Railroads

WASHINGTON 6, D. C.



Stephen D. Maguire

Four-car National Railway Historical Society special stops at Edwardsville yards, northern end of the Terminal Division.

where a freight belt, like those at Decatur and Champaign-Urbana, takes passenger business off the crowded street. To the east, on the Central and Eastern Divisions, lie Decatur, Champaign, and the eastern terminal of Ogden. To the north, on the formerly AC-powered Northern Division, are Lincoln and the East Peoria terminal.

Despite its interurban overtones, the IT is a Class I freight hauler, and freight is hauled exclusively by diesels —even on the electrified portions of the line. Most of this freight the road receives from its connections, for movement to points on its own lines— a condition which lends emphasis to the "Terminal" of its name.

THE BIG PUSH of the late Twenties when the road became Illinois Terminal was the golden era of the system, and it was an astute management which could expand at a time when so many other traction lines were folding up. If the optimism which brought the post-war streamliners was to prove unjustified, it is more surprising that the beneficiaries of this service were so indifferent.

The streamliners are among the most luxurious trains ever built. Resplendent in stainless steel, each originally consisted of three cars—a combination coach-front-end car containing 40 reclining seats with a booth and table for card players; a second coach containing 52 reclining seats and another booth; and a streamlined tail-end car, now discontinued, with 21 revolving parlor-car seats, a galley, and three dining booths of four places each. Shelves for hand baggage, toilets, booths for the conductor, and air-conditioning apparatus are at the ends of the cars. Front and rear cars have four 140 horsepower motors each, while the middle coach has two. The only regular operating station is ahead of the baggage room in the nose of the front car, but hostler controls are located elsewhere at strategic points.

Fluorescent lighting enfolds the car interiors with a shadowless radiance. The deep, comfortable reclining seats are upholstered in blue, the floor is marbelized blue composition rubber, while the walls are painted blue-gray from floor to wainscoting, and sand-peach above that, with corn-yellow ceilings. The communicating train doors open automatically as you approach, and the cars are directly connected through accordion buffers. A narrow corridor between service rooms leads to the parlor-observation car with its peach walls, buff ceiling, and milk-chocolate upholstery. These are the only first-class trains on the road. All other passenger trains are second class, and scheduled freight trains third.

In the days before streamlining, the *Capitol Limited* was queen of the IT's fleet of fourteen through trains operating out of St. Louis, including six through-limiteds to Peoria and an assortment of locals to intermediate points. *Tangerine Flyers* offered a front seat right next to the motorman, and timetables of the Twenties included line cuts of the fortunate people who captured these prize positions, blissfully happy as one can only be riding the traction. During the golden age, managements understood the almost hypnotic influence of traction orange cars and made full use of it from Wisconsin to Kentucky, but a deplorable lapse of taste in the Forties allowed this magical color to be replaced on the IT by an undistinguished blue.

The *Capitol Limited* was joined in the late Twenties by the *Illmo Limited* and the *Peorian* as first-line services with parlor-observation lounge-buffet cars. As befitted such impressive trains, the observation car was open-platformed, brass-railed and equipped with collapsible canvas Pullman-style chairs, while the mahogany interiors were furnished with leather-upholstered club chairs and

brass spittoons. Dining sections at the front end were equipped with booths and tables.

This service, which originated in 1911, originally served the Central and Eastern Divisions with two daily round trips to Springfield from Decatur, Champaign, and Danville, as well as two mainline round trips to Peoria. These handsome heavy cars continued in service long after most other electric properties had been abandoned, and were only retired after the war when the three modern streamliners arrived.

In the Thirties the open platforms were enclosed. With their arched window sash covered and their solarium contours rounded, they were almost as handsome as any cars in the country. As much could never be said for the front end of Illinois Traction cars, which had a characteristic but undistinguished profile with three squat, round-top windows.

FOR SOME PEOPLE the high-water mark for the road was its sleeper service which began in 1908 when the Holland Sleeping Cars were put into operation. The Holland cars did not conform to the familiar, standard-section design with facing transverse seats, but were equipped instead with revolving parlor-type chairs which were converted into berths. Between the berths and the aisles were retractable roller partitions which later reappeared as a "novelty" in the transcontinental streamliners of the Thirties. The first of these historic cars was the *Theodore*. These motored Holland sleepers vibrated objectionably and were replaced around 1910 with trailer sleepers built by St. Louis, which incorporated such innovations as windows in upper berths and private deposit boxes for valuables.

By 1914 five of the new cars were in mainline service on the famous *Owl*, trains 88 and 89, which left the Peoria and St. Louis terminals shortly before midnight and arrived at seven the following morning. A set-out car gave service from Springfield to St. Louis. Cars opened at 10:00 P.M. and could be occupied mornings until 8:00 A.M. Service was also provided tri-weekly from St. Louis to Champaign

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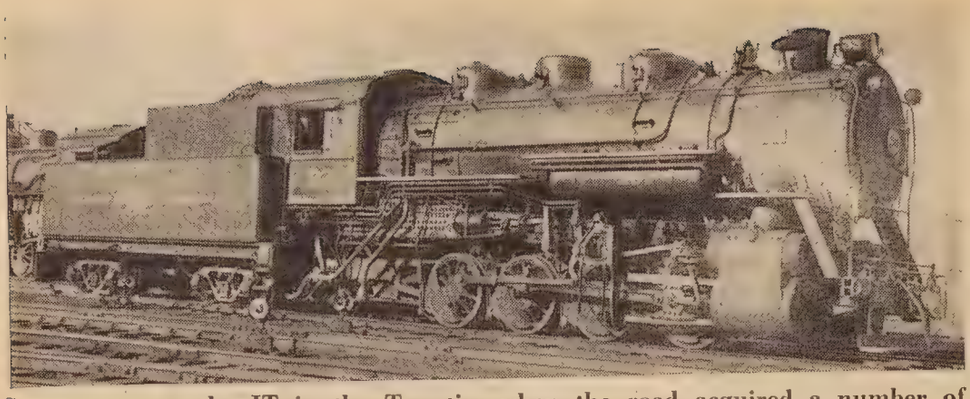

Steam came to the IT in the Twenties when the road acquired a number of St. Louis freight lines. Today diesels operate even in the system's electrified areas.

by the sleeper *Illini* in an early connection from Springfield after a two-hour layover.

Some riders objected to the flickering arc lights and noise of milk wagons which easily penetrated the interurban terminals. But many of us who were born a few years too late would burst with ecstasy to board an interurban sleeper in the middle of the street, a tiny bit of luxury administered by a white-coated functionary, isolated from the work-a-day world outside, however audible it may have been.

The *Owl* originally consisted of three cars, a motored combination car and trail sleepers but by 1913 when the interurbans of the country carried 7,000,000 passengers, traffic had developed so favorably that both baggage and coach capacity had become inaedquate and an additional coach was added. Theatre business and morning commuters augmented the through passenger business, and IT was the only road which gave through service from Peoria into St. Louis. In 1914 the *Owls* were taking in enough business to net the road about $40,000 a year. This idyllic state of affairs continued until the early Thirties.

By then the system had done very well indeed by its fine cars, and the *Owl* was carrying not only ten-section standard sleepers but also single bedroom cars as complete and elaborate as anything you could find anywhere on rails. The only obsolete elements in some of the contemporary interior photographs are young women, then attractive no doubt, with their messy hair-dos and antique negligees, reclining in compact luxury. At one side a door communicated with the adjacent bedroom for those who wished rooms en suite. "Illinois Terminal bed room cars, built in St. Louis, represent the latest and utmost in sleeping car refinement, privacy, and comfort," sang the time table rhapsodically. "Full toilet facilities, hot and cold water, thermos bottle, writing desk, fan, and delightful bed are yours." But these magnificences came to an end when the service was discontinued in 1940.

After the war, traffic fell off considerably and left the Illinois Terminal with frequent passenger service on relatively lightly traveled runs. Little by little, with Illinois Commerce Commission permission, service was curtailed in the interests of economy, until today there are only eight trains a day running between East Peoria and St. Louis, two between Springfield and St. Louis, and six between Champaign-Urbana and Springfield.

But business has been getting no better, and deficits have risen above $600,000 yearly. Last July the Illinois Terminal petitioned the Illinois Commerce Commission for permission to discontinue all its mainline passenger service except the Granite City local trolleys, and there seems little doubt that the petition will be granted.

But the big news on the IT these days is the projected sale of the road to nine railroads which operate in St. Louis—Baltimore & Ohio, Chicago & Eastern Illinois, Burlington, Gulf, Mobile & Ohio, Nickel Plate, Litchfield & Madison, Frisco, Illinois Central, and Wabash. The sale seemed certain until the Toledo, Peoria & Western, which had wanted to buy the road itself, charged that the proposed purchase would violate the anti-trust laws by changing IT into a "feeder line dominated by the monopolistic agreement" of the roads which formed the projected Illinois-Missouri Terminal Railroad. The Interstate Commerce Commission has seen some merit in TP&W's objection, so at the moment the fate of the railroad hangs in the balance.

But, whoever ultimately controls IT, passenger service will most likely be abandoned and with it will come the end of electric operation. For most interurban fans, the Illinois Terminal's primary fascination will come down with the wires.

Ernie Plant

Outbound from Vancouver to Chilliwack, British Columbia Electric train No. 4 rolls out onto the Gladstone viaduct on the outskirts of Canada's great western port.

TRANSIT TOPICS

(Continued from page 39)

scrap values went skyrocketing a few years ago. At present, elevated trains are using the Van Buren Street surface tracks, while the freeway is under construction. The rapid-transit tracks are being relocated.

Did you know that Illinois Central electric trains are never turned around? The motor car of a two-car train always faces south, Mr. Fleming goes on to say, while the trailer unit always faces north. The Illinois Central is thinking of using single cars on the South Chicago and Blue Island line in off-peak service to save the cost of the three-man crew of the trailer trains. Business has dropped off a lot.

ATLANTIC CITY Transportation Company has suspended trolley service for seven months between the Douglas Avenue loop in Margate and the Longport terminus while track and overhead are being rebuilt. Buses have taken over temporarily, but the Public Utility Commission has ordered that trolley operation be resumed by June 1, 1955, when the busy summer resort season begins.

A major repair job is under way. Until service was suspended, three rails had been breaking, on the average, every week, resulting in considerable delay, and the pole heads from which the trolley wires are suspended had become so corroded that repairs had to be made at once. It's good to find one trolley line that likes its speedy Brilliners enough to bring the line back into first-class condition.

PHILADELPHIA Transportation Company's purchase of 90 second-hand PCC's and 300 buses will mean the abandonment of rail routes 7, 38, 54, 57, 63, and 70. PTC had planned to put trolley buses on routes 52 and 70 before National City Lines, backed by General Motors, began buying into PTC stock, but now these lines will probably be motorized. To save their jobs, the management are expected to go along with the new policy. They seem to have no fear of a strike, having taken a tough line with the CIO in recent contract negotiations, a course which is in line with National City Lines policies. In the absence of any real competitive bidding, PTC's recent purchase of GM buses gives further indication that NCL's influence is making itself felt.

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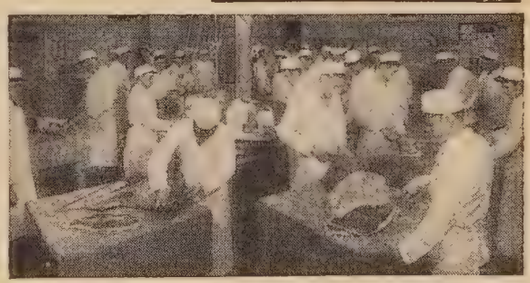

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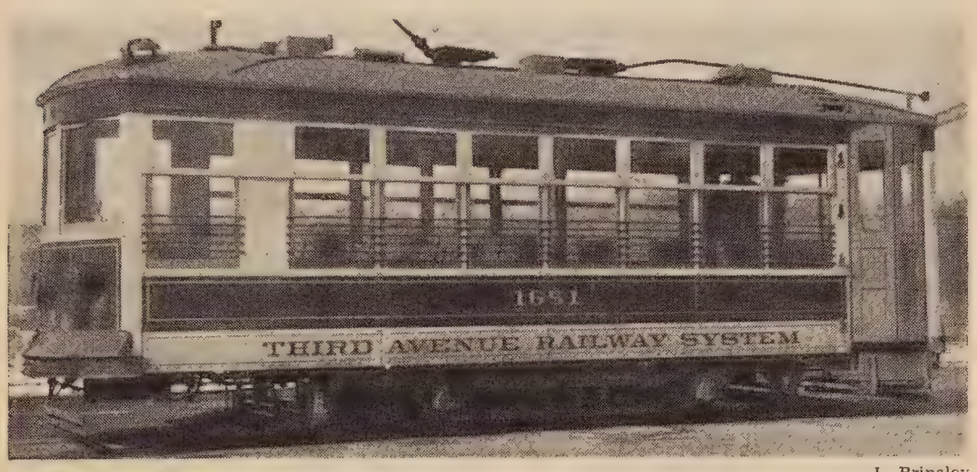
First passenger run on the Fort Dodge, Des Moines & Southern after last year's flood was this 3-car railfan special, making a picture stop at Boone, Ia.



J. Brinsley

Car 1651 on old Third Avenue Railway's four-block-long Dyre Avenue line in Bronx, N.Y., gave patrons from Mt. Vernon buses nickels in exchange for transfers.

Kenneth H. Cooke

Cables once lifted streetcars up Mt. Adams Incline in Cincinnati, O.

NEW ENGLAND'S last two trolley freight lines are in the news again. The Springfield Terminal Railway, which links Springfield, Vt., with the Boston & Maine at Charleston, N. H., has put car No. 16 back into track service again as a replacement for 06, a heavy freight motor car, according to Rev. William Viekman, 196 Union St., Springfield, Vt. A former passenger car with all her windows but one on either side boarded up, No. 16, nicknamed the "Silver Streak" by local residents, has a silver body with black trim and numbers and a black roof. "The STR is well maintained from roadbed to wires," writes Rev. Viekman, "and its future as an electric line looks bright indeed."

New Hampshire's other electric freight road, the Claremont Railway, was sold recently to the Claremont & Concord Railroad, a new company owned by short-line operator Samuel M. Pinsly, who also acquired 66 miles of B&M trackage between Concord and Claremont not long ago. The Claremont, which carried passengers until the early Thirties, at last count owned five pieces of equipment—No. 4, a line car; No. 11, a plow; Nos. 18 and 20, locomotives; and No. 22, a flat motor car.

Diesels are currently being tested on the Claremont, according to the December issue of *Short-Line Railroader,* published by William S. Young, 23 Parker Avenue, Cranford, N. J., but the line has several bad curves and heavy grades that may make diesel operation difficult. Nonetheless, rumor has it that, come spring, the diesels will replace the trolleys.

THE REMAINING TWO MILES of Pennsylvania's once-extensive Scranton Transit Company were abandoned December 18, according to Luther Cummings, Jr., 129 Nevin St., Lancaster, Pa. Osgood-Bradley cars 501-510 made up the last roster, and the STC had been using two of them between downtown Scranton and Green Ridge. Scranton, which has had trolleys since 1886, was once known as the "Electric City." We wonder what it's called now that the foul-smelling buses have taken over?

WANTED: One horsecar, one Coleman No. 4 fare box.

The Ontario Electric Railway Historical Association wants the Coleman fare box to complete the restoration of car 55, which is equipped with brackets for this type of box. The group obtained their car, formerly Toronto Transportation Commission No. 2210, writes OERHS President John M. Mills, by submitting a tender in competition and winning out over the scrap dealers. The OERHS gave the 2210's scraper blade to a scrap outfit in exchange for a pile of miscellaneous bits and pieces that were useful in restoring the car.

Harold Warp whose Pioneer Village at Minden Nebr., consists of an oldtime government land office, a log cabin, a school house, fire-fighting apparatus, and so on, needs the horsecar to round out the collection. Anyone knowing of any available should contact him at Minden.

AN EXHAUSTIVE STUDY of traction lines in Fort Wayne and vicinity is being undertaken by George K. Bradley, Howe Military School, Howe, Ind., for the Electric Railway Historical Society of Chicago. Mr. Bradley is looking for car drawings, odd bits of information, and photos of city and interurban operations excluding those of the Indiana Railroad.

AUSTRALIAN TROLLEYS, which more nearly resemble American cars than any others in the world, come into the limelight in *Destination: City,* pub-

lished at two shillings by Traction Publications, 29 Seymour Grove, Brighton Beach S, 5, Victoria, Australia. Its 18 pages include photos of equipment of lines in Melbourne and Victoria from the early days to the present. Melbourne, at the moment, has ten trolley or tram depots, as they are called, and is currently building eight new tramway lines or extensions as well as another depot.

THE SWOPE PARK and 31st Street lines of the Kansas City Public Service have been dismantled and bused, reports Clayton Moseley, Kansas City, Mo., but the Public Service Commission has refused bus operation on the Dodson line from Waldo, 75th St. to Dodson. A loop constructed on the outer portion of the line permits an occasional Country Club line PCC to replace old 178, a double-ended car. On the Country Club route several blocks of rail with welded joints have been installed on open right-of-way track, which is something of an innovation.

MIDWESTERN RAILFANS have been having a lot of fun on excursions over the Southern Iowa Railway in a little, home-made wooden passenger car, No. 9, reports Ralph Cooper and Clayton Moseley of Kansas City. No. 9 holds only thirty-six passengers, so on some trips the overflow of fans is hauled in freight motor cars. An electric freight line out of Centerville, Ia., the SIR hasn't had passenger service for years.

NOT LONG AGO Pierre Desmarais, chairman of the Montreal Executive Committee, ruled out subways as the solution of traffic congestion in Canada's largest city. "A change-over from streetcars to buses will solve the problem pretty well," he said.

Jack Ecker, Des Moines, Ia., comments, "Why doesn't he see Toronto's fine subway and streetcar system before he decides that a lot of fuming gas buses will solve anything? To replace 1000 trolleys with 1500 buses won't solve the traffic problem, and, comes the first foot of snow, they'll wish they had their streetcars back."

Proof of the subway's value in speeding up mass transit is reported in the monthly *Newsletter* of the Upper Canada Railway Society. Last September 10, the Gray Coach extra-fare Hill and Mount Pleasant bus lines quit after their riders had switched to the subway route. The Hill route had been in operation since 1926. The subway far outran the best time these semi-express buses could make and refuted the myth that the public prefers rubber-tired transit.

The Canadian Railroad Historical Association has announced a plan for incorporating a double-track rapid-transit line into the design of the projected multi-lane highway into the city center with connections with the Canadian National's commuter service and the proposed subway at St. Lawrence or St. Denis Boulevards.

OUR NOVEMBER ITEM on trolley-cable cars reminded Alex L. H. Darragh, 1314 Bedford Road, Grosse Point Park 30, Michigan, of the Patterson Heights incline trolley line in Beaver Falls, Pa. After leaving the Pittsburgh & Lake Erie railroad station, the old four-wheeler traveled to the bottom of the hill to Patterson Heights where the motorman stopped, got out, and hooked the car onto a cable. After signaling the cable house at the top of the hill, the motorman jumped aboard, and the car started up under cable power at about four miles an hour. The trolley pole here was used only for light and heat. The old right-of-way up the hill is still visible, says Mr. Darragh, who walked up in 1953 and found many railway spikes on the old roadbed.

Walt Evans, 3213 Indiana Ave., To-

Stephen D. Maguire

Illinois Terminal 277 at Granite City, Ill., en route to Springfield. IT may soon abandon electric operation.

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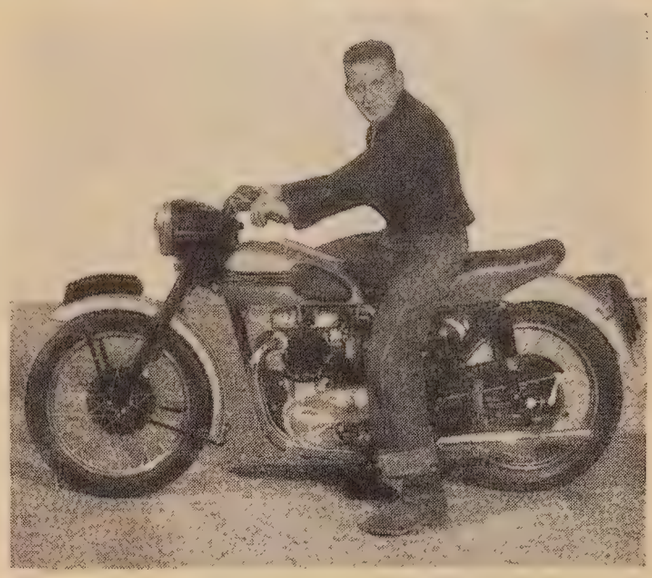

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Nearside car No. 7265 with center doors added, on Route 15 of the Philadelphia Transportation Co.

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No. 350, experimental Birney on loan from builder, on Brooklyn Rapid Transit's Third Avenue line in 1919.

Horse tram on British Isle of Man.

Snowplow on the Fonda, Johnstown & Gloversville passes a switch near Johnstown in upstate New York.

peka, Kans., who grew up in St. Louis, has many vivid memories of the old St. Louis Public Service Company streetcars. "They used to sell Sunday passes for a quarter," he writes, "and you could spend a day riding many routes for the fare. From downtown, a round trip on the Kirkwood line took almost all day. In those days the company had a policy of hiring only country boys and their Ozark dialects contrasted sharply with those of the city riders. I remember too a harmless nut named Leon who used to stand for hours on a streetcorner, a watch and a schedule of cars in his hands, and notify each motorman who was running late."

FORTY-THREE YEARS of useful service came to an end on January 5, 1955, for the Sand Springs Railway when the road made its farewell passenger run over the seven-mile line from Tulsa to Sand Springs, Okla. The short electric line, which had been a Mecca for visiting juicefans for many years, began operating in 1911 with a McKeen gas motor car. Electrification followed shortly thereafter. While the end has come for the seven lightweight interurban cars used in regular service, electric freight operation will continue as usual. Passenger service has been taken over by the Tulsa Transit Co. buses. The story of the Sand Springs line appeared in March, 1953, issue.

ALEXANDER TURNER, author of this month's electric lines article on the Illinois Terminal Railroad, is otherwise known as the Rt. Rev. Alexander Turner, S.S.B., Superior, Society of St. Basil, The Orthodox Church, 52 Kingsbridge Road West, Mount Vernon, N. Y.

Railroad operations in general interest Reverend Turner greatly, but the interurbans are closest to his heart, and he laments their passing. "It is believeable, though not understandable," he says, "that millions of Americans prefer to butcher each other in the mad carnage of modern highways than to ride in safe, efficient luxury of the interurban cars."

TWO EX-INDIANA SERVICE CO. freight motors, which used to haul cars on the Indiana & Michigan Electric, have been supplanted by road-rail tractors, writes Paul Miller, Westwood R. 3, Fort Wayne, Ind. The tractors operate over a new bridge to the New York Central tracks and use them into the plant.

AUSTRALIA'S LAST HORSE TRAMWAY, running between Victor Harbor in South Australia and nearby Granite Island is threatened with extinction, reports *Electric Traction*. Owned by the government, though privately operated, the fifty-year-old line has the same gage as the South Australia Railway with which it is joined. Two open-top, double-deck cars, Nos. 5 and 6, seating 45 are used on the line which runs for the convenience of tourists from December to May of each year. At one time, freight service was supplied, and there were formerly extensive sidings at the island terminus.

The previous operator has been compelled to retire by failing eyesight, and the future of the service is in doubt partly because the economic worth of repairing the 60-year-old cars is dubious and partly because of the proposed construction of a breakwater linking Granite Island with the mainland. Heretofore a wooden causeway, restricted to tram and pedestrian use, has been the only link with the outside world.

The cars are virtually identical with those of the famous Fintona horse tram in Ireland, except that the Fintona car has a straight sill to bring the car platforms to rail platform level. Perhaps since the Irish recently thought it worth while to build a new body to the original design, the authorities may be encouraged to save these last horsecars.

Aside from a line on the Isle of Man off the south coast of England, these are the only two we know of still in existence. Does anybody know of any others?

JUICEFANS in the northeastern states will be particularly interested in a 32-page photo *Album of New England Trolleys,* published by the Boston Chapter of NRHS, containing many interesting views of old cars. It is available from Dave Perry, Lock Box D, Templeton, Mass., for $1.00.

An eight-page story of the Fonda, Johnstown & Gloversville's steam and electric lines written for a recent fan trip sponsored by the Capital District Railroad Club of Albany, N. Y., is available at 30c from Dave Waddington, 2576 Consaul Road, Schenectady, N. Y.

ILLINOIS TERMINAL, according to reports, may become part of a new Minneapolis-St. Louis system, if the Minneapolis & St. Louis takes over Toledo, Peoria & Western, currently engaged in a fight to acquire the famed interurban.

Books of the Rails

LOCOMOTIVES OF THE WESTERN PACIFIC, by Guy L. Dunscomb and Fred A. Stindt, published by Guy Dunscomb, 1027 Yale Ave., Modesto, Calif., 140 pages, $4.

A COMPLETE WP roster, this attractively printed volume is only slightly less than monumental. Here in picture and statistic you'll find just about everything you could want to know about the WP's motive power, if not about the road itself.

The book contains brief histories of the WP and affiliated lines, a system map, and a rough sketch detailing early operations in eastern California and western Nevada, a table showing the road's present divisions and subdivisions, miscellaneous notes on interchange points, branches, tunnels, servicing points, assorted equipment like RDC's and ferry boats, data on steam and diesel power, and rosters of such associated lines as the Deep Creek, Indian Valley, Tidewater Southern, and Boca & Loyalton.

There is also a photographic summary of 25 of the WP's 26 classes. A third section covers general, oldtime, and scenic views, while a fourth, likely to be of particular interest to model builders, is devoted to Mechanical Department side-view drawings of engines and tenders.

Printed on good coated paper (6x10) and bound with a ring binder, the photos are well reproduced.

GREAT TRAINS OF THE WORLD, by Wyatt Blassingame, illustrated by Jack Coggins, Random House, New York, 60 pages, $1.

YOU DON'T have to be a child to pick up a few things you never knew before from Blassingame's book. The "great" trains include, among others, the 100-year-old *Flying Scotsman,* which makes the world's longest nonstop run—392.75 miles between Edinburgh and London; the *Orient Express,* noted for its melodrama and intrigue, which passes through seven different countries on its 1889-mile journey between Paris and Istanbul; and the *Golden Arrow,* which travels between England and France by trans-Channel steamer.

The New York Central's elegant *20th Century Limited,* the Santa Fe's glamorous *Super Chief,* and the United States Army's disreputable wartime-training train, the *Green Hornet,* are the American candidates for the title.

Along the way, Blassingame tells about many things from railside walking races to the evolution of the locomotive whistle. It's a pleasant and sometimes witty book, well illustrated.

SWITZERLAND'S AMAZING RAILWAYS, by Cecil J. Allen, Thomas Nelson & Sons, Ltd., New York, 179 pages, $6.25.

THIS BOOK lives up to its title. The great mountain chains of the Alps and the Jura with their deep gorges, heavy snows, and avalanche-ridden slopes might seem to offer about the most unpromising railroad territory anywhere. But the skill and perseverance and daring of Swiss engineers have reduced the "unconquerable" Alps to hills, and today Switzerland's 3,536 miles of railways are more efficient than those in many a country in which operation is far simpler.

On the Gotthard Line, for instance, one of Europe's most important rail arteries, the track twists for 140 miles, through 80 tunnels and over 324 bridges, in covering the 92 miles which separate its terminals. Here is a country where they build collapsible bridges to outwit avalanches, and where you'll find a *Glacial Express* whose top speed of 18 miles an hour begins to sound more impressive when you realize it climbs 11,237 feet in 167.5 miles. As you'd expect, most of the power is electric.

BULLETIN NO. 91, The Railway & Locomotive Historical Society, Inc., Baker Library, Harvard Business School, Boston, Mass., 175 pages, members: $2, non-members: $3.

THE RANGE is wide in the latest *Bulletin,* in both subject matter and style. An essay by Earl J. Heydinger on the English influence on American railroads, the final installment of Fred Jukes's series on valve gears—this one devoted to miscellaneous types—the concluding section of Charles E. Fisher's important analysis and evaluation of Pennsy motive power, and an account of the building of the Baltimore & Ohio's Magnolia Cutoff are the headliners.

Among the shorter pieces, David L. Joslyn's paper on the Central Pacific's HA Class, A. W. Newton's account of the transition from wood to coal on the Burlington, and Stewart Graham's note nominating the Central of New Jersey's *Morris* and *Passaic* as the first true Moguls are of particular interest.

The list of books, pamphlets, and

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magazine articles which rounds out the issue is most helpful to students.

ESSAYS ON "INHERENT ADVANTAGES" OF RAILWAY SERVICE, Simmons-Boardman Publishing Corp., New York, 44 pages, $1.

A COLLECTION of ten prize-winning entries in the recent *Railway Age* essay contest.

"RAILS AROUND GOLD HILL," by Morris Cafky, the story of Colorado's fabulous Cripple Creek Gold Mining District and the railroads that served it—the Florence & Cripple Creek, the Colorado Springs & Cripple Creek District, and the Midland Terminal—will be published this summer by the Rocky Mountain Railroad Club. The Club's previous publishing venture, M. C. Poor's *Denver, South Park & Pacific*, is already a collector's item, and the odds are that their new book will be too.

Containing 400 pages, a hundred pages of them photographs, with three paintings in full color by Richard Ward, maps by E. J. Haley, equipment blueprints, rosters, station lists, timetables, and other miscellaneous matter, Mr. Cafky's book promises to be *the* railroad publication of the years. The price is $10.00, but a special pre-publication rate of $8.50 will apply until May 15, 1955. Send checks or money orders to Mr. Bryant McFadden, Book Treasurer, Rocky Mountain Railroad Club, 2561 South Cook Street, Denver 10, Colorado.

STILL A HOGGER AT 82

(Continued from page 39)

as he knew the feel of his own stair steps at home in the dark.

Mrs. Kochs reached her husband's bedside in ten hours and fifteen minutes—several years, as it turned out, before he died. Mr. Kochs recovered completely.

BOB is probably the oldest engineer still in active service in the United States, but if he isn't he will be some day—at least if he has his way. Unless he changes his mind, he doesn't figure to retire much before 1972 when he will be 100 years old, and that century mark isn't as far fetched as it sounds.

Bob seems to get younger every year. His hair is still black, though tinged slightly with gray at the edges. He carries himself erectly, and he clambers up and down the ladders of the diesels with the ease and agility of a monkey. Every fall he spends from three weeks to a month goose and duck hunting, and he can wear out men half his age.

Fellow workmen say jokingly, "Polecat must be made of iron or steel." Whatever it is, it stands him in good stead.

When he underwent the physical examination not long ago, compulsory semi-annually on the Illinois Central for all employes in train or engine service seventy years or over, Dr. E. F. Stephens, the company physician, found him 100 percent in every way.

There's nothing he likes better than railroading, and if the IC ever stopped paying him, he would probably run an engine for nothing. If you don't believe that, you never heard about the Chicago conductor who thought he'd take his pension and retire.

Six months later, when he had finished painting his house and done the other odd jobs he'd been putting off for years, he found himself homesick for his old job. He applied for permission to ride his old run, and, when he received it, he rode that job every day without pay until he died. Bob McMillan comes from the same breed of men.

On the IC, the men call Bob McMillan "Polecat"—including his two infant great-grandsons, who, to avoid confusion, vary it with "Grandpa Polecat" because the nickname has descended to Bob's sons and grandsons.

Bob acquired the name in the 1890's when he was a machinist's apprentice. He was driving a buggy to a dance in a town near Centralia when he came upon what looked like kittens playing in the road. When he got down to shoo them out of the way, he found out they were skunks soon enough.

After a thorough spraying, Bob went on to the dance. Thirty seconds after he entered, it is said, the crowded hall was empty.

Bob has earned a reputation during his long railroad career as one of the Illinois Central's best engineers, a man who has earned the railroad hundreds of millions of dollars in revenue, kept freight damage claims to a minimum, and satisfied passengers with his adroit handling of his trains.

Even with modern safety devices, a lot of responsibility still rests on the engineer. Bob McMillan's been his own boss—even on the job. Apparently the railroad realized this master craftsman needed no supervision.

In 1939 he received the gold pass with which the IC honors its half-century veterans. Four generations and twelve McMillans have been employed by the IC, 4 of them as hoggers.

Bob's father, Dolph McMillan, was the first, hiring out as a blacksmith. Bob himself has contributed two sons to the IC payroll—Ellis, a general foreman at Cairo, and Bob, Jr., a machinist at Centralia until his death about a year ago. Two grandsons are currently with the IC as electricians.

BOB started his career as a machinist's apprentice on February 18, 1889, at the Centralia shops. After learning the trade, he decided that running a locomotive was the life for him, so on December 1, 1894, he went to firing. He was promoted to engineer, August 29, 1899. Engineers had their own engines in those days, and you couldn't miss Polecat's Mikado, No. 1534, when he came thundering by, trilling his whistle as distinctively as that other famous IC hogger, Mr. Casey Jones.

When he graduated to passenger service, Polecat was usually able to streak over the division on two or three less tons of coal than most of the other engineers. While most hoggers would work steam until they came to a full stop at a station, Polecat would yell "All off!" a couple of miles out of town, shut off the throttle, and drift in.

When someone remarked that drifting harmed the engine, carbonizing valves and cylinders, Polecat would retort, "Aw, it doesn't hurt them much. Besides an engine can be taken to the back shop and overhauled, but a worn-out fireman can't."

Bob has spent most of his time on the Centralia District of the St. Louis Division, for the last twenty-five years in passenger service, but in his earlier years he was loaned out to other divisions, and worked all the way from Chicago to Memphis and Jackson, Tenn. In the past 66 years, he has handled every kind of motive power the IC has ever owned—from saturated steamers to diesels, and he still is excited about engines. If they gave him a wheelbarrow, he'd probably take it out, providing it had an injector and a fire box.

As a matter of fact, his first engine wasn't much better than that. He was assigned to a passenger run between Pinckneyville and Eldorado, Ill. The regular engineer had been killed that morning in the yards when a switch engine shoving some cars cornered his engine, tearing the cab off and pinning him in the wreckage. No other engine was available that evening, so the same engine had to be sent back without a cab on No. 623, a passenger run.

Bob and his fireman had a deck beneath their feet and some two-by-fours nailed along the sides to keep them from falling off when the engine lurched, but that's all. Oil lights in the cab and an oil headlight that lit up the track for only three or four carlengths ahead were all they had to see by, and neither Bob nor his fireman had ever worked on that portion of the division. Bob didn't even know where the stations were located. The conductor told him, "Well, all I can say is when you see a box car on the ground, shoot the bill and stop. Most of the stations are box cars."

So Bob started out on the run. Some wag had fashioned an old umbrella on the hogger's side. Before Bob was halfway to DuQuoin, the first station out of Pinckneyville, the wind had taken out the cab lights and whipped the umbrella to pieces, leaving only the bare ribs over Bob's head. Bob made the round trip between Pinckneyville and Eldorado with one hand on the throttle and the other on the brake valve, ready to set it in an emergency whenever a wheel-less box car showed up.

"I knew I could make it," Bob says. "I've never been afraid of any engine or any condition on the railroad. I've always felt that I was master of any locomotive or any situation that developed."

There was always a great deal of jockeying among the firemen to get a job with Bob, not only because he was an easy man to keep steam for and a good man to imitate in learning the fine art of handling a locomotive, but also because he was such a congenial companion. Joviality always reigned in his engine cab. I ought to know. I fired for him for six months in the late Twenties.

Once when his ankles were hurting him, Bob rubbed some strong liniment on them. An hour later wearing some tight-fitting shoes, he boarded the southbound *City of New Orleans*. Down about Tamaroa his ankles began to burn as if they were on fire. "Come and get here," he yelled to his fireman, R. P. Furlong. "My feet are burning up."

"Let's stop and call out the Tamaroa Fire Department," R. P. suggested.

"The heck with them," Bob groaned. "I haven't got time."

R. P. took over the controls, and Bob moved into the fireman's seat, took off his shoes, and stuck both feet out the window to cool them off. 'Tis said that passersby gazed again and again in curiosity at the sight of a pair of bare feet sticking out the cab window of a diesel breezing along at a hundred miles an hour.

All his life Bob has never done anything but what he wanted to do—what the impulse of the moment indicated. He hasn't been sorry. All he wants to do now is work another sixty-six years for his railroad.

Everyone of the 110 miles between Centralia and Cairo is full of memories for Bob, some of them ghostly to be sure, for all the men with whom he started railroading have been dead and gone these many years. But still a hogger at 82 is a man who has outlived them all—a man who is thankful that the Good Lord has given him health and endurance beyond that of other men and that for a whole lifetime the Illinois Central has loaned him their locomotives and cars to play with. ●

MEN PAST 40

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HUNDRED-PERCENTER

(Continued from page 25)

"Okay, Sam," said Chuck. "Lots of time. Thaw out your icicles first. Reminds me of the time I put the East Manifest up the roundhouse lead."

Danny turned from hanging up his overcoat. The young switchman combed his ruffled black hair and asked, "You what?"

"I lined the wrong switch," said Chuck. "The freight rumbled by here heading for an open turntable pit instead of up the pass toward the main line. The hogger saw he was going up the wrong alley. Got stopped just short of the pit. Couldn't back up on account of a train behind him on the same track."

Sam's wrinkled face broke into a grin. He was nearing pension age, with forty good years of seniority on the Sierra Western. "How well I remember! The next train nearly ran into the first one's caboose right in front of the yard office."

"Don't see how you pulled such a bull," Danny said to Chuck, "with only four switches and a coupla derails to watch. How'd you ever get out of that mess?"

The oldtimer shrugged. "Simple. Just lined up the turntable and ran the entire train over it and onto the rails. Only time on the Sierra Western an entire train crossed a table."

"That's the classic example of how to get out of a jam," the ringmaster cut in. "Probably never will be topped. Take heed, just in case!"

Danny said, "Gosh, Mr. Draper, I know I'm a greenhorn but I'd never spring one like that."

"Oh, no?" asked Chuck.

"I don't see how. If the key switch is always lined for the Pass except when receiving or letting out engines for the roundhouse, how could you miss?"

"By throwing the wrong switch."

"But there's only four switches all told. I still can't see how you did it."

The two old heads exchanged glances, and Chuck said, "Sam, meet the Hundred-Percenter!"

"Glad to know you, Mr. Hundred-Percenter," the ringmaster grunted. "Come on, Chuck! Run me down to the yard office!"

THUS Danny Warden acquired the nickname "Hundred-Percenter." Wherever he went on the Mountain Division, the men who knew the brash young switchman addressed him by that handle. Danny took it without protest and made up his mind to be very careful, especially when he worked out of Shanty 4. He just *had* to live up to that name.

Yellow Light

***Railroad Magazine*, highly specialized, has never had a really big circulation. Up till now we've been getting along on a modest sale, paying our own way, thanks to many good railroaders and fans.**

As we go to press, however, our green light is turning to caution. Latest figures show *Railroad* operating at a loss!

In order to cut this loss, especially during the hot, lazy, summer months when magazine sales in general drop all over the States and Canada, we will probably combine our July and August numbers into one strong issue. (In that case we would, of course, extend every annual subscription to include 12 different copies of the magazine.)

We may even stay on a once-in-two-months basis until our circulation per issue rises at least 5 percent.

That is to say, for every 20 readers we now have, we must get one additional reader before our yellow light turns to green. We need more news-stand sales and more subscriptions—and we need them right away.

Our aim is to keep highballing on the main line with a full head of steam, green lights, and no slow orders.

All winter long, you could have heard them speak now and then of Hundred-Percenter. And then spring eased into Rock Brook and with it a rush of freight business on the Sierra Western. One day the notice of a vacancy in the Shanty 4 herding job caught Danny's eye. That was a job he'd bid on, for two reasons. He wanted to show the boys that Hundred-Percenter wasn't afraid to risk his title by working at the place where it started. Besides, that was a swell opening. Never before had his seniority let him bid on a real herding job.

So, a week later, when the crew dispatcher notified Danny that he was now the regular herder at Shanty 4, the youth was elated. Each afternoon he reported for duty with a light heart. He now had only to watch the key switch and three others—plus, of course, a couple of derails. It was no trick at all to let an engine in or out of the roundhouse tracks.

Shanty 4 was small but cozy. The aging yardmaster, Sam Draper, always called him before the arrival or departure of trains. Then all that Danny had to do was check the key switch to make sure it was lined for the Pass, and afterward, when the train showed, step out and give the engineer a highball with a green flag or lamp. Often, while sitting in the shanty, Danny wondered how Chuck Denning had pulled the classic bull.

As spring gave way to early summer, Danny was convinced that nothing could ever go wrong at Shanty 4.

Then came a warm evening in May. The youth sat reading a magazine with his feet cocked up on the table. All the windows were open, and pine-scented sweetness was wafted in. A full moon illuminated the heavily wooded canyon, while Rock Brook, rippling behind Shanty 4, sparkled with bright whirlpools and ripples. Danny was contented.

Suddenly four toots of a steam whistle cut the still air. A locomotive was ready to come from the roundhouse. Picking up his lantern, Hundred-Percenter switched on the green light and strode out. The engine was on the roundhouse lead, headed west, standing just short of an open derail. Danny lined the derail, then he started walking for the key switch, which was lined for the Pass as usual. He had to throw it to let the hog out.

Slowly, with deliberation, he swung the switch handle around and down. After that he turned and twirled his lantern in a highball. The engine didn't move. Danny signalled several more times, and was finally rewarded with one toot of the steam whistle. Something had gone wrong! He started walking the hundred yards back to the engine.

"Fireman found a broken oil line," the hogger shouted down as Danny approached.

"How long to fix it?"

"Machinist is on the job now. It shouldn't take long."

"I'll leave you lined up then," Danny said. "Whistle when you're ready."

The youth went back to the shanty. Two minutes later his phone rang.

It was Sam Draper. "Eastbound leaving the yard," said the Y.M. "Train entering behind him, same track. Don't stop the first train or it'll block the second, and the second will stick *The Blue Flyer*. You know what that means."

Danny knew. The second eastbound train, easing into the yard on the tail of the departing train, had to clear the main line right away so as not to stab the luxurious blue-trimmed streamliner.

"Okay, Mr. Draper," Danny said, "bring on the eastbound!"

He left the shanty and ran over to the derail. Lining it against the outgoing engine, he yelled to the man in the cab: "Stay where you are! Gonna hold you for the eastbound."

"Right! Haven't got that oil pipe fixed yet, anyhow."

Thereupon Danny Warden, with his green light gleaming, ran to the east switch. The eastbound's headlight burned a hole in the night. Danny threw the switch and waited until the train was closer. Then he gave the engineer a wide-sweeping highball. Two croaks of the diesel's airhorn answered him.

Hundred-Percenter strolled back to the shanty. Settling down in a chair, he cocked his feet on the scarred table and sat dreaming for a moment. The four diesel units of the eastbound suddenly stopped roaring as the engines went to idle. Airbrakes on the train slammed into emergency. The big engines rumbled by, next to Shanty 4 —up the wrong alley!

FEAR gripped Hundred-Percenter, and beads of sweat rolled down his forehead as he sprang from the shanty. That train was plundering up the sandhouse lead into the face of an open turntable pit, her brakeshoes grinding harshly against flanged wheels in a vain effort to halt the heavy string of cars.

Danny was still picking them up and laying them down when the train lurched to a stop. Was it resting short of the pit? Grimly he hoped so. Nearing the lead diesel, he halted and sighed with relief; the pilot and drawbar were inches short of the pit.

The lord of the cab glowered down at him. "You damn fool, you could have killed us all!"

Unable to speak, Danny gestured like a halfwit. Then he turned and ran back to the shanty. As he pushed open the door, he saw that he'd lined the switch a short distance from the key switch. It didn't seem possible, but there it was—a far worse mistake than gray-haired Chuck Denning had made years before! Danny picked up his phone and called the yardmaster. "Hundred-Percenter speaking," he said faintly. "I've done it! Sandhouse lead!"

"I'll say you have!" Sam replied in a hard voice. "The freight entering the yard stopped short of the leaving train's caboose—just like before! Sandhouse lead, you say? Speak up, kid; I can't hear you!"

"Yeah, Mr. Draper, sandhouse lead."

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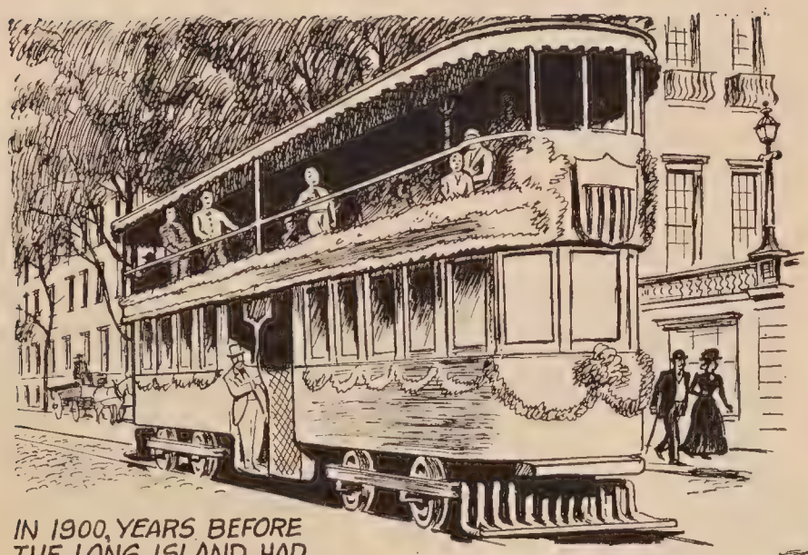
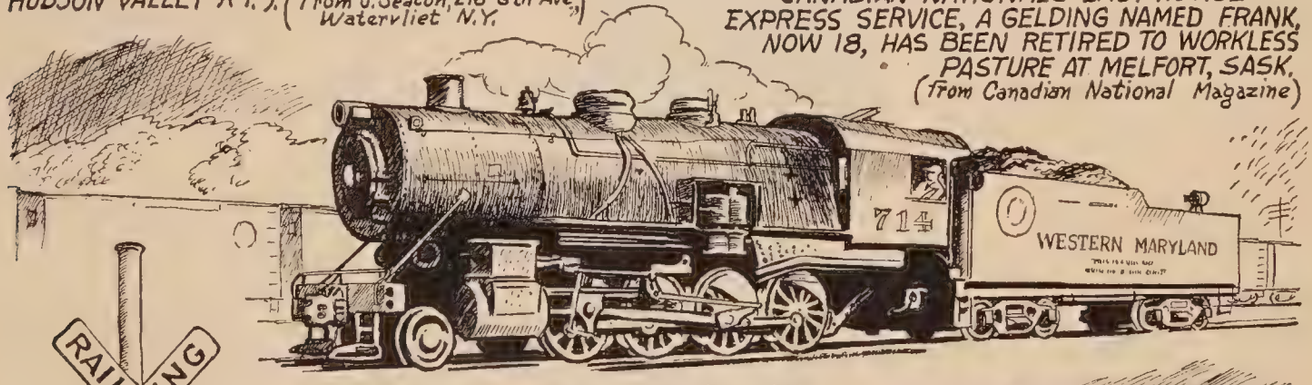
Along the Iron Pike by Joe Easley



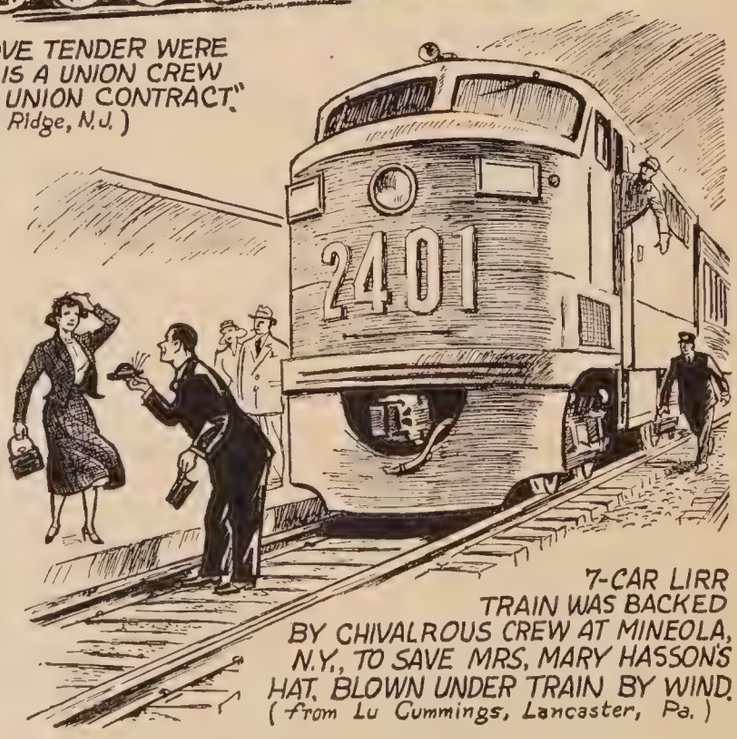
IN 1900, YEARS BEFORE THE LONG ISLAND HAD DOUBLE-DECKERS, THIS CAR WAS OPERATED BY SARATOGA (N.Y.) TRACTION CO. (LATER HUDSON VALLEY RY.). (from J. Seaton, 216 6th Ave., Watervliet N.Y.)

CANADIAN NATIONAL'S LAST HORSE IN EXPRESS SERVICE, A GELDING NAMED FRANK, NOW 18, HAS BEEN RETIRED TO WORKLESS PASTURE AT MELFORT, SASK. (from Canadian National Magazine)



PAINTED ON THE ABOVE TENDER WERE THESE WORDS: "THIS IS A UNION CREW WORKING UNDER A UNION CONTRACT." (from W.R. Hicks, Glen Ridge, N.J.)

UNUSUAL WORDING ON READING CO. CROSSING SIGN IN "PENNSYLVANIA DUTCH" REGION. (from Railway Age)



7-CAR LIRR TRAIN WAS BACKED BY CHIVALROUS CREW AT MINEOLA, N.Y., TO SAVE MRS. MARY HASSON'S HAT, BLOWN UNDER TRAIN BY WIND. (from Lu Cummings, Lancaster, Pa.)

Two long seconds of silence. Then: "You've sure done her right, kid! There's no way out of this mess without stabbing *The Blue Flyer.*"

"You—you mean it's my job?"

"Know any other trade?"

"Gosh, Mr. Draper, how much time have I got?"

"About twenty minutes. Hate to say it, Hundred-Percenter, but you're sunk."

Danny's belly writhed into a knot. He liked switching—particularly at Shanty 4. And now he'd ruined everything!

But maybe he could find a way out. The alley Chuck Denning had put the train up went over the table and out the top end. This was far worse! The sandhouse lead ended in the backshop. How could he possibly uncork this bottle without delaying *The Blue Flyer* and losing his job?

But he *must.* Nobody could say that Hundred-Percenter didn't at least go down fighting.

"Call you back in twenty minutes," he blurted out. "If things aren't moving, I'll turn in my rulebook and switch key tonight. Please sit tight, Mr. Draper."

"Nothing else I can do, Hundred-Percenter. Nice knowin' you."

THE RINGMASTER sat wearily at his desk staring out the yard-office window at the caboose and engine halted a few feet behind, a train trailing back through the yard and out onto the main line. Soon *The Blue Flyer* would be along. In three minutes, to be exact. And another promising young rail career would end. Too bad, Sam thought; Hundred-Percenter's a good boy. But things like this happen when you're cocksure they won't.

Sam's eyes did a double take as he placed his watch in his pocket. The crummy lurched ahead, and kept moving! The hog whistled off, took slack, and started her train slowly rolling into the yard! It seemed impossible, yet it was actually happening.

The Y.M. sat fascinated, glancing at his watch. It had suddenly become possible that the main line would be cleared without delaying *The Blue Flyer.* Just a few more carlengths.

The phone jangled. Sam picked it up. "Yardmaster speaking."

"I did it!" Hundred-Percenter's voice rang out exultantly.

Sam tried to sound casual. "So I see. Just tell me how, that's all!"

"Well, I did the only thing I could. Checked to see if the sandhouse lead does connect with the backshop when the table's lined."

"Don't tell me it doesn't."

"Of course, it does. And you know what? The track goes right on through the backshop and out the top end!"

"Why, so it does. I'd forgotten. But that track hasn't been used in years," Sam sputtered. "It's old and rusty. Besides, I never recall having seen those high old rear backshop doors opened."

"They're open now, Mr. Draper. It was rugged, but with the help of the roundhouse force, we creaked them open!"

"Now I've heard everything. Lucky for you there wasn't a hog in the backshop."

"But there was, Mr. Draper."

The ringmaster sat up straight. "Certainly not a dead engine, undergoing repairs?"

"What else?"

"Go on! I can stand more."

"Well, it was like this. I bribed the hostler into moving her with a live engine."

"You mean the roundhouse foreman sanctioned such a move?"

"Well, not exactly. You see, he doesn't know. He's down at the beanery having java. If we can get the dead engine spotted and the doors closed before he gets back, we're all set."

"Well, I'll be damned!"

"Gotta go now, Mr. Draper. Caboose just went by on her way over the table and out through the backshop."

The old man chuckled. "It's hard to believe, kid, so help me!"

Danny ventured a question: "Has anyone ever put a ninety-two freight through a backshop before?"

"Don't be silly."

"Then I topped Chuck Denning?"

"You sure did, young fellow," said the ringmaster, "you did a hundred-percent job." ●

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EMPLOYMENT SERVICES (May) 5

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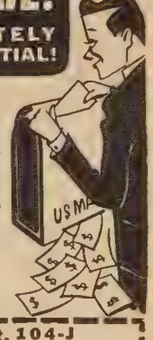

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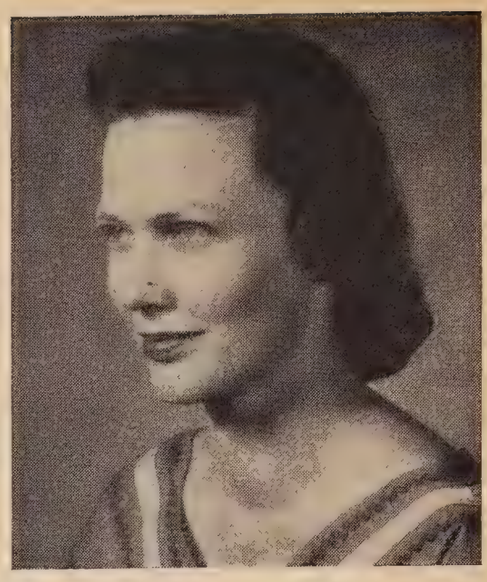
Besides being a payroll-record clerk, Dorothy Alverson teaches a Presbyterian Sunday-school class.

Clerk Doris Scott has a long list of male relatives who have worked for the Cotton Belt Route.



Billie George, a lightning slinger attending college in her spare time, will graduate this spring.

Mrs. Emmett R. Bryant, a relief clerk, is the wife of a chief clerk, daughter of motive-power super.

Railroading Daughters

These Texas Girls, Like Their Fathers, Help to Operate the Cotton Belt Route

ABOUT four percent of North America's railroaders are women. In a few cases, girls and their fathers work for the same road. But very few. There are at least seven such combinations on the Cotton Belt (St. Louis Southwestern) and all are Texans. Most of the girls signed up during World War II, when men were being drafted into military service, and have stayed on ever since. They are Mrs. Dorothy Alverson, Mrs. Emmett R. (Ruth) Bryant, Mrs. Bob J. Center, Miss Billie George,

Photos from St. Louis Southwestern Railway

Third-trick telegrapher, Mrs. Donald E. Wright, learned Morse code when she was eight years old.

Jaleska Guyer, a freight-claim clerk and Sunday-school teacher, is daughter of two Cotton-Belters.

Mrs. Bob J. Center, a steno-clerk, expedites rush shipments and makes a hobby of painting pictures.

Miss Jaleska Guyer, Miss Doris Scott, and Mrs. Donald E. (Wilda Jean) Wright.

Mrs. Alverson was the first girl employed at the Cotton Belt's freight station in Dallas. Beginning as a PBX operator, she is now a payroll record clerk. Her father, Vernon Young, who hired out in 1917 as a callboy, is chief clerk to the general yardmaster in Dallas.

"One day," Dorothy tells us, "some game chickens were found in a carload of cattle at the Dallas station. How they escaped being trampled to death I don't know, unless they rode on the steers' back. Anyhow, the yardmaster took charge of those fowls and gave them to my father. They clucked around the yard office for years, roosting in trees. It was fun watching them. On rainy days the men would tie up the game roosters to keep them from fighting."

Dorothy *was* married, is now single. She lives at 910 Young Street, Dallas.

Mrs. Bryant clerks at Texarkana. Her duties are varied. She relieves all the jobs in the freight agent's office—billing, rating and checking freight, handling claims, and subbing as stenographer, cashier, and chief clerk.

"Thus," she says, "I have become acquainted with all phases of operating a freight station."

Her husband is with Southwestern Transportation, a Cotton Belt subsidiary, and they live in Texarkana. Her father, E. V. Myers, is the Cotton Belt's superintendent of motive power. He began work in a blacksmith's shop at age 12.

Mrs. Center is a steno-clerk in the office of the superintendent of transportation. "My father, W. L. Thompson, is the agent at Chandler," she writes. "When I was in my teens he taught me telegraphy and rigged up a student set for practice. He also taught several local boys. For me, those were happy days. I felt that I was part of something, because I communicated with other 'hams' up and down the line. Sometimes I would sell tickets and help with other station work.

C. H. George

"One of the boys my father taught was my brother Johnnie, who became a clerk-telegrapher at age 15, being at that time the youngest boy on the Cotton Belt to hold such a job. Strangers were surprised to walk into a depot and find little Johnnie in charge. He is now a full-timer at Corsicana."

E. V. Myers

Mrs. Center lives in Tyler with her husband, a former Cotton Belt brass pounder.

"My father taught himself telegraphy as a boy," she goes on. "He has worked for the Cotton Belt most of his life. His two station helpers are his dog, Skippy, who runs to the crossing and barks whenever a train is coming, and his tiger-cat, Kitty, who perches suavely on his desk."

Billie George attended a Fort Worth telegraph school for about six weeks. "I learned very little there," she says, "but benefited a lot from studenting at Mt. Vernon under the agent's direction. I now work second trick (3:55 to 11:55 p.m.) at Commerce, selling passenger tickets, copying train orders and consists, sending and receiving messages, and operating a teletype machine. I also do some expensing and billing, and make an occasional switch list.

"My father, C. H. George, has worked in the Commerce roundhouse all of my life, now being second on the seniority list there. I spent much of my childhood loafing around the shops, watching the men work. Trains fascinated me—and still do. The men were very nice. They'd let me ride locomotives on the turntable.

"One day, while I was handling third trick at Maud, not far from Commerce—no passenger train stopped there—I heard a message going to the next terminal telling a conductor to stop at a certain town 20 miles south of Maud to pick up a passenger. Well, I wanted to take that train home. My problem was to reach the town before the train did. A pumper named Mose, who had to go there to fill a water tank, let me ride his track motor-car with him. It shocked the local gossips to see me speeding off on Mose's car."

Billie had three railroading great-uncles: an Illinois Central section boss, an IC brakeman, and a Cotton Belt brakeman, besides a brother-in-law who is an IC hogger. She lives at 1005 Chestnut Street, Commerce.

Jaleska Guyer is the daughter of two railroaders. Her mother was a stenographer and her father, Gordon L. Guyer, is in the accounting department.

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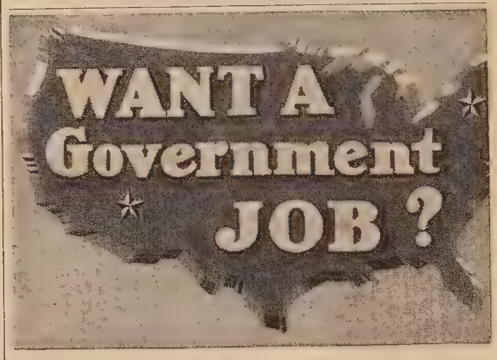

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How Many Mistakes Can You Find in this Picture?

An uncle was an engineer on the Houston Belt & Terminal. Jaleska herself is a record clerk, card-indexing freight losses and damages, and resides in Tyler at Box 73, Route 8.

Doris Scott, 724 East Nutbush Street, Tyler, began railroading as a mailgirl and is now a clerk. "Both of my grandfathers were Cotton Belters," she tells us. "My father, Dudley R. Scott, hired out on the road in 1907, replacing an apprentice boy who had worked only one day before a yard goat killed him. He is now a draftsman in the boiler shop; my brother Richard is a craneman, and an uncle is a statistician, all on the Cotton Belt. Two other uncles worked for the road at one time or another as machinist and brakeman respectively."

Wilda Wright is the daughter of James W. Cox, clerk-telegrapher on the first trick at Commerce, and lives in that city. She likes to talk about her father.

"Many years ago," she says, "he was employed as a baggageman at Winona. One day when he was sleeping in the depot, with all the lights out and a pistol beside him, someone tried to break into the building. Daddy awoke and fired a shot through the ticket window. When he mustered up courage enough to go outside and investigate, the intruder had gone.

"Later, while Daddy was stationagenting at Broaddus, he met and married the lovely lady who became my mother. They had four daughters. My father wanted us to learn telegraphy. He brought home a practice set and taught the Morse code to the three oldest girls—seven, eight, and nine respectively—but we were all too young to make much headway at the time.

"At the age of 17 I went to work for the Cotton Belt as a telegrapher. For the first six weeks I was a student of Billie George at Sulphur Springs, and for another six weeks a student elsewhere. During all that time, and even after I had begun working at various stations, my father drummed telegraphy into me, sending wire messages for me to copy.

"Somehow I managed to survive the loneliness and fright of my first job, at Brownsboro. I am now regularly employed as a clerk-telegrapher on the third trick at Commerce, working in the same office with my father.

"One afternoon, on the third trick at Naples, I cleared a freight train and hooped the orders up to the engine. I was waiting for the caboose with orders for the rear end when the train unexpectedly slowed down. I couldn't imagine what was wrong. Running into the depot, I found I had misdated an order.

"The train stopped. The dispatcher's phone and the city phone began to ring simultaneously. I tried to answer them both at once. The dispatcher wanted to know if the train had gone by, while the engineer had gotten out of his cab and was phoning me from a city booth.

"I assured the latter that his orders were all right, except for the wrong date. I told him to get going, to avoid a serious delay. He finally agreed to go on, but said that if he ran into another train and killed himself, his ghost would haunt me the rest of my life. There was no further trouble. Such lessons have taught me to be very careful in handling orders."

Although Wilda's husband is not a railroader, one of her brothers-in-law is a locomotive engineer.

"I have ridden in several locomotive cabs, both steam and diesel," she says, "and a few cabooses. I recall one emergency when the chief dispatcher authorized me to ride a freight from Greenville to Sulphur Springs. An accident had occurred, and I was needed at once to copy orders and help get traffic moving. I found it all very exciting."

MAIL CAR

(Continued from page 11)

WHAT line operates the least-frequent regularly scheduled train service? "My nomination goes to the Canadian Pacific's 25.7-mile Ravenhead subdivision," replies Forster A. Kemp, 185 Bedbrook Ave., Montreal W. 28, Canada. "This line's entire freight and passenger service is provided by a mixed train operating on the second Friday of each month, returning Saturday.

"The subdivision is isolated from all other CPR lines and is reached by trackage rights over the Canadian National. It runs through hilly wheatlands of Saskatchewan, powered by a ten-wheeler with a 9600-gallon tank coupled behind the 9000-gallon tender to provide water in an area where tanks are rare. If you ride this train, you'd better not miss it. There's only one round trip a month." •

C&EI HAS INTRODUCED a new wrinkle—reserved seats in the dining car of the *Dixieland*, a new, $2,000,000, swanky streamliner that runs between Chicago and Florida. Passengers may choose the table, seat, and hour at which they wish to dine. Also on this train are "Chuck Wagon" lunches delivered to your seat, box lunches, snacks in the tavern car, and a "thrift" dinner served only between 5 and 6 p.m. A press release says all *Dixieland* meals are priced below the rates prevailing on other "name" streamliners.

The Long Island is trying a food experiment on eastbound commuter trains, permitting the Union News Company to sell java (15c) and doughnuts (15c) to passengers at their seats. •

ANNA BELLE ALBRECHT'S life-story, "Lady Train Dispatcher" (Jan. issue), had unusual significance for F. T. Gustafson, Box 163, Kimball, S. D., because he remembers well the Frisco relay office at Springfield, Mo., where she was the only female among 22 operators.

"At least 22 men were pounding brass in that office," he writes, "when my cousin Arthur Gustafson was chief dispatcher there around the turn of the century. I'll never forget the deafening clatter of instruments I heard the first time I entered the Springfield office, lugging my Oliver typewriter and suitcase, ready to go to Burton, Kan., in November, 1905—my first Frisco job.

"While working OS tricks on the Milwaukee Road I had learned the touch system on my Oliver and could type faster than any lightning slinger could send. But my ability to receive was not so hot. The Oliver's horn-shaped handles wouldn't fit down into the wells of the relay tables. Besides, the Oliver had a different arrangement of keys from that of the blind Remingtons and Smith Premiers used by other ops.

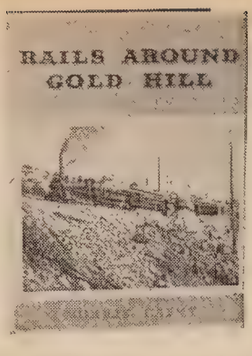
"I had many opportunities to break into dispatching, but I never felt I could qualify. It seemed to me that a dispatcher's life, especially in old days, was hardly worth the chips." •

50 YEARS ago, when J. M. Grigg went railroading, "the hog law was still in force, half of a train could be non-air, outside brake-beams were common, and you could pick up rusty links and pins, on scrap piles, that had recently been used." Mr. Grigg lives at 5951 S. Tripp Ave., Chicago 29, Ill. "As a Morse operator," he recalls, "I periodically handled a 36-hour trick while the big hook was clearing up a wreck caused by a broken flange—an event which, in those days, happened about once a month on our pike." •

JANUARY photo-title contest drew many entries like "The Phantom Train" and "Gone With the Wind," but "The Ghost of Tomorrow" won the $10 prize for Mrs. Helen L. Swigart, wife of a Santa Fe railroader, 3495 Wall Ave., San Bernardino, Calif. Congratulations, Helen! •

BECAUSE the crew dispatcher had forgotten to call a substitute for a hogger taking a few days off, the Reading's 8:15 a.m. commuter train from Hatboro reached the Philadelphia terminal 19 minutes late, reports Lu Cummings, Jr., Lancaster, Pa. It would have been much later if Engineer Howard Kelly, Jr., hadn't been rushed from his Hatboro home without breakfast to take the throttle. •

LESTER HARLOW'S article, "Gas-Turbines on the Continental Divide" (Feb. issue), was especially interesting to James Dyer, Alexandria, Va., who "worked on a Union Pacific construction gang three years ago west of Wamsutter, Wyo., when the gas-turbines were new and noisy." •



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By Morris Cafky

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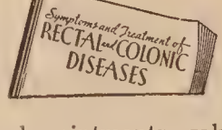

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David Plowden

Winter scene: Central Vermont train No. 430 pulled by engine 709 (2-10-4) over Boston & Maine tracks in the year 1950.

QUERY. Are present-day brakemen "softies"? Listen to oldtimer W. H. Spiker, 1911-A N. 9th, St. Louis, Mo.: "I wonder what the average brakeman would do if he had to brass the cars on his train . . . or drag a big chain 10 or 20 car-lengths to chain up a car that had been lunged (drawbar pulled out) . . . or decorate the car tops while going by every station or passing track, regardless of weather, day or night. How many of the modern boys look over their trains when they stop on passing tracks, to see if a brake-beam is down or a journal is getting warm?"

Mr. Spiker is a Missouri Pacific freight brakeman. "One day," he goes on, "we pulled into the passing track at Summit, Mo., and I looked over our train from caboose to engine. The fireman was cleaning his fire. Just after I got back to the crummy, the train moved four feet ahead. The skipper said that a moving train could knock loose a sticking brake-beam, so I had to look her over again.

"What would the average shack in the year 1955 do or say in a similar case? One conductor told me that a present-day brakeman would feel insulted if you asked him to look over his train. He said that one day he was running between Dupo, Ill., and Poplar Bluff, Mo., and was coming into Mesler, Mo., which was on a curve with the order board on the fireman's side. He yelled to his rear brakeman, 'How's the board?' This is the reply he got: 'The extra board is working all right. I should be first out when we get in.'" •

GOWRIE, Ia., is not the only town having many railways yet little passenger service (see Feb. *Mail Car*). Says C. P. Lewisson, Jr., 3304 Madison Ave., Alabama City, Ala.: "This city has no passenger service at all, yet is served by the Southern, the L&N, the NC&StL, and the Tennessee, Alabama & Georgia." •

THREE narrow-gage locomotives of the abandoned Klondike Mines Railway were found by H. L. Berry, Box 784, Fairbanks, Alaska, while he was on a trip to Dawson City, Yukon Territory. These three are No. 2, a 2-8-0 Baldwin built in 1885; No. 1, a diamond-stack Mogul built by Brooks in 1881, and No. 3, a Baldwin Vauclain compound, built in 1899, either a 2-8-0 or a 2-8-2, outside-frame type. All three are exposed to the elements but in a fair state of preservation. Can anyone tell me their history? Nos. 1 and 2 look like old Denver & Rio Grande Western power." •

LOCOMOTIVE SOUNDS are not being adequately preserved, regrets Thomas B. Brock, Box 106, Kalamazoo, Mich. He urges readers to "get busy with sound recordings."

"A commercial recording of rail sounds can be bought for $4 from Cook Laboratories, 114 Manhattan St., Stamford, Conn.," he writes. "This is long-playing record No. 1070, entitled *Rail Dynamics*, presenting sounds of New York Central steam engines at Peekskill, N. Y. This barely begins to cover the field. Where are the sounds of a Mallet echoing through a canyon with a string of ore cars on her tail or a Pacific tearing across the prairie? These sounds can still be heard but may soon be silenced forever." •

NEW RAILROAD. "Have you ever heard of an entire railroad ripped up and then, years later, another road built to replace it?" asks Thomas A. Hosick, 2024 Colonial Place, Winston-Salem 5, N. C. "The Wilmington, Brunswick & Southport in this state used to run between Navassa, across Cape Fear River from Wilmington, and the coastal fishing village of Southport, 30-odd miles. It was abandoned about 1943. Now the Government is building a big ship terminal at Southport, to which a 32-mile railroad

has been constructed from Leland, next door to Navassa. Whether or not the new line follows the old WB&S route I don't know, nor can I say who owns or operates it. Will someone tell me?

"Two years ago, while traveling in the eastern part of this state on Highway 94 between Columbia and Lake Mattamuskeet, not far from where the Wright brothers made their first flight, I saw a logging road that still uses link-and-pin couplers. Would like to get information about it." •

AMERICA has about 1,100,000 railroad employees with at least 2,500,000 dependents—a total of 3,600,000 persons who count upon rail employment directly for their livelihood. This number, marching four abreast and spaced at ten-foot intervals, would form a great column reaching from Maine to Texas! •

AUSTRALIAN subscriber Edward A. Downs, 28 Ferndale Rd., Normanhurst, New South Wales, writes: "I like *Railroad's* new format. I also liked the old format. I have some 260 different copies; they give me much pleasure. I mostly favor historical articles, locomotive rosters, and pictures of oldtime engines and trains. My specialty is narrow-gage. *Railroad* is obtainable in this country only by subscription." •

RAILROADING DAUGHTERS. The Cotton Belt Route (see page 60) is not the only railroad that boasts father-daughter combinations on its payroll. Read this note from Miss Merle Goodman, 420 Grandin Rd., Charlotte, N. C.:

"My father, J. C. Goodman, has been a conductor on the Piedmont & Northern for more than 25 years; my brother Gene has been working for this road as dispatcher and inspector for three years, and I am a P&N clerk with seven years' seniority. The P&N is a dieselized all-freight line, short in miles (130) but tall on service."

We learn from J. F. West, Nickel Plate Road agent, Hartville, Ohio, that J. O. Peoples, age 81, who retired recently as Nickel Plate agent at Bolivar, Ohio, has three children, all of whom worked on the Wheeling & Lake Erie and the NKP. Among them are Bess, who served as her father's "right-hand man" in the Bolivar depot and later worked as extra agent-operator there. •

PASSENGER TRAINS with feminine names, besides those mentioned in our January issue, page 65, include the Lackawanna's *Phoebe Snow*, several readers remind us. Phoebe was not a real person but a fictional character created years ago to advertise clean travel on "the Road of Anthracite." •

8 BLACK BEARS spent last winter under a Canadian National Railways Station at Jasper in the Canadian Rockies and left their quarters when

David Plowden

Like a bride with a veil, Rutland engine No. 80 (4-6-2) moves majestically through yards at Bellows Falls, Vt., at 15 below zero.

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Cluthe Sons, Dept. 15, Bloomfield, New Jersey

the spring sun started to melt the snow outside. A covered steam pipe enters under the station platform. The friendly bears found that by removing part of its insulation they could have a cozy winter home. Not so dumb, eh? •

GREAT NORTHERN has just cut 24 hours off freight delivery times to Pacific Coast points, with a new fast daily leaving Minneapolis. •

MORMONS bought 27 carloads of lumber from the recent derailment of a Denver & Rio Grande Western freight train near Green River, Utah, and will use it to build new chapels, reports C. T. Steeb, Salt Lake City, Utah. The lumber had been strewn over a wide area and 200 church members labored day and night to remove it from the wreckage. Even children helped. Green River women cooked food in their homes and served it to the volunteer workers. •

ENGLAND HEARD FROM. "I see that some readers want you to discontinue boomer tales," writes D. E. Martyn, 51 Gordon St., Semilong, Northampton, England, "but please don't! Boomers are unknown to us; their stories are very interesting to Englishmen.

"British Railways are undertaking a gigantic modernization program designed to electrify almost our entire system. Whereas in America the diesel has superseded steam power, over here it is being used only as a stopgap until electrification is completed. I don't know how to thank the fellows in U. S. and Canada who sent me interesting and friendly letters after reading a note of mine in your magazine."

Now we hear from Richard Haywood, New College, Oxford, England: "I gave three copies of *Railroad* to the president of Oxford University Railway Society. Needless to say, they fascinated him, especially the true tales. He read each issue through several times. Some friends, who don't ordinarily show much interest in railways, picked up the magazines and could not put them down until they had read two or three articles. The general consensus of opinion was that *Railroad* was much livelier and better illustrated than its British counterparts.

"As an active member of the Society, I took the side of steam power against diesel in a recent debate against a group from British Railways, Western Region." (Regulary scheduled debates are one phase of the railfan movement that is not indigenous to North America.) "Ninety percent of the motive power on British Railways is still steam. We have very few diesels, but there is some electrification of the Southern Region. In some ways our railways are rather primitive: very few freight cars have airbrakes, and almost all signaling is done manually from boxes placed at close intervals along the track, some-

R. O. Hale

Railroad silhouette: servicing steam power at the Southern Pacific roundhouse in San Francisco.

Camera study of railroad bridge by Roy Devins, Toronto.

what like the methods prevalent in America around 1900.

"A train I rode in Greece recently from Salonika to Athens was pulled by an old American decapod with No. 983 still painted on the headlight. Could some reader tell me what road that engine came from? I suspect it was the Western Maryland."

The next letter comes from Isaac Kirkham, 206 Furlong Rd., Tunstall, Stoke-on-Trent, England:

"I began railroading as a small boy on a canal boat owned and operated by North Stafford Railway at Charfield. I worked aboard an electric tug which towed canal boats through a tunnel 2800 yards long, flanked by a tow-path for horses that used to provide motive power. To start on time, I arose at 4 a.m. The tunnel trip with a line of 20 boats took about an hour. We made three round trips on each shift.

"The shining 4-4-0 engines on the adjacent main line induced me to move to Trent, a railway center. The engines and personalities of that bustling little roundhouse thrilled me. Since then I have ridden rails far and wide but never lost my enthusiasm for them. Steam is still doing a great job in my country, despite a statement by one of your writers that the diesel is 'putting out locomotive fires all over the world.'" •

CANADIAN PACIFIC dieselization program in British Columbia, now nearly completed, has resulted in several hundred locomotive firemen being demoted to wipers, laments *The Vancouver Sun.*

SP CONDUCTOR-BRAKEMAN W. L. Garriott, 401 Gleaves Ave., Dunsmuir, Calif., writes: "We have rugged railroading here on the Shasta Division—3.2 percent grades over the Siskiyou Mts., heavy winter snow, helper engines, and single track—but dieselization and some CTC have tamed things a bit. Until 1949 special instructions on the timetable required freight brakemen to ride their train tops on some descending grades. It was really rough. For recreation I am a model railroader. I find the *Plywood Empire Route* very instructive. Don't cut it out!"

Even so, nearly all the comments we get on this section urge that it be abandoned. Our problem is: Shall we keep model railroading in our consist to please a handful of readers or drop it to please the large majority? •

50 YEARS AGO, H. J. W. Tipsett, now of Barons, Alta., Canada, worked as a Canadian Pacific trainman out of Calgary, but, he says:

"The hours were so long that it was just a form of slavery, even if the pay was good. A freight train would take anywhere from 24 to 36 hours on the run between Calgary and Medicine Hat, 180 miles. No sooner did you get home than you were called for another trip.

"Some oldtimers remember the Grand Trunk wreck on a dark night at Wanstead, between Toronto and Windsor, Ont. Snow was falling so thickly that you could not see beyond three telegraph poles. A passenger train had left Toronto with an order to meet a freight. This order was changed. The meeting point against the passenger train was advanced to Wanstead.

"The freight conductor received a new flimsy but for some reason the passenger skipper didn't. This is the story as I heard it from a trainman I worked with. The freight stopped in Wanstead at the switch leading to the passing track. The hogger was just taking up the slack between the cars, to pull off the main line, when he saw the passenger headlight dimly through the falling snow.

"Old heads will recall the large trunks that baggage men had to handle in those days, especially the ones used by drummers (commercial travelers). The baggage car of the passenger train was

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Long lines of oil tankers in the Texas & New Orleans yard at Beaumont, Texas.

Southern Pacific

piled to the ceiling with such trunks. One moment the baggageman was standing in his brightly lighted car; the next, he was half buried in snow in a trackside ditch in the darkness, wondering if he had reached the other world. The man had no recollection of how he had got there.

"With regard to long freight trains now being hauled by diesel power, one coming through Lethbridge had 170 cars, 11 loaded. Another boasted 163 cars, all but one empty. Each was about a mile and a half long and hauled by four diesel units. I've read *Railroad* for years. I don't know that I like the new dress any better than the old one. It's what is inside that counts." •

HOLDUP. "I was the flagman on a Michigan Central train that was seized and robbed about 40 years ago," recalls A. A. Bedell, 325 Maple St., Ypsilanti, Mich., who was a brakeman on the MC for 43½ years.

"That trip I'll never forget. No. 14 eastbound consisted of ten cars—mail car, baggage car, coaches, diner, and

Richard S. Kindig

Gas-turbine to the rescue! When Union Pacific GP-9's quit near Lynch, Wyo., on the new Sherman Hill, turbine 59 pulled 4 diesels and 68 cars back to "civilization."

sleepers. Three gunmen swung aboard at Ypsilanti, two between the engine and mail car, the other between the mail and baggage cars. When we were about 12 miles out of the city, the first two climbed over the tender and down into the engine. They held up the hogger and nearly killed the fireman with a vicious blow of a gun butt.

"The engineer was forced to run his train about ten miles further to East Dearborn, stop there, cut off the engine and mail car from the rest of the train, and then proceed another two miles. After that the gunmen marched the engineer back to the mail car and compelled him to knock on the door, saying: 'Open 'er up, boys! If you don't, the bandits will shoot me.'

"A clerk opened the door cautiously. Thereupon the desperadoes looted the car of mailbags containing about $100,000. Ripping open the sacks beside the track, they tossed the money into a waiting automobile, in which they all escaped. But they did not leave until they had first opened the throttle of the engine, sending her down the line for about three miles into the Detroit yards, where she died on the main.

"I notified the dispatcher. I'll never forget his reply, 'What the hell next?' Then I went back flagging. Shortly afterward a lone engine steamed out of Detroit with a posse. A year or so later I heard that all the bandits were captured." •

PUBLIC LIBRARY in the Union Depot at Dallas, Texas—that is really unique. Yes, sir, right in the terminal concourse! *Cotton Belt News,* reporting the story denies that the librarians made the move in order to find readers among waiting rail passengers. The library, it turns out, is without a permanent home until the city completes, some time this year, a new $2,000,000 edifice for it. •

STORIES ON STONE, an interesting volume compiled by Charles L. Wallis and published in 1954 by Oxford University Press, contains the following American railroad items:

In Greenridge Cemetery, Saratoga Springs, N. Y., is the tombstone of Willoby S. McMillan, a locomotive engineer who died in 1953. It bears the following epitaph:

My engine is now cold and still;
No water does her boiler fill;
The wood affords its flames no more;
My days of usefulness are o'er.

The tombstone of Engineer John Anos Barnes in Bay View Cemetery, Bellingham, Wash., bears this epitaph:

A veteran Wabash Railroad engineer took his last orders and made his final trip to a mansion in the sky.

And in Evergreen Cemetery, Colorado Springs, Colo., on a granite monument to Charles B. Gunn, railroad conductor who died in 1935, are the words:

Papa, did you wind your watch? •

JAKOBSSON'S article, "Treat Your Horse to a Train Ride" (Aug. '54), reminded Joseph Fox, London, England, of an incident which occurred in England years ago.

"A string of loaded horse-cars was bound for Newmarket, that Mecca of English racing," he writes. "It came to the London-Cambridge main line only

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Milwaukee Road

The Milwaukee Road's *Olympian Hiawatha* in 16-Mile Canyon, Montana.

a few minutes before an express train was due. The train controller (dispatcher), figuring where the animal train would have to take siding to clear the varnish, soon found it was making such speed that all thoughts of sidetracking faded from his mind. In fact, the driver (engineer) of the horse special took water at Bishop's Stortford and tore through Cambridge yards with the express still miles in the rear. 'Trying to keep traffic on the rail,' he explained. Perhaps the fact that he was due to play in a bowling tournament was an added incentive." •

MISSOURI PACIFIC, which has a glorious history of steam power, will be fully dieselized early this spring, probably before you read these words. As we go to press, we do not know when or where its last steam train will run. •

STEWART HOLBROOK'S article, "James J. Hill's Great Adventure," (Feb. issue), impressed Dr. Frank A. Woodward, Rte. 2, Box 63-A, Healdsburg, Calif., as "the best thing I have read in many years of *Railroad Magazine*, but I may have been prejudiced by the fact that I used to be a brakeman on Hill's road, the Great Northern."

Says he: "I remember Hill's recipe for success: 'Can you save money? If not, drop out of line, for the seed of success is not in you.'" •

YADKIN RAILWAY is the new name of the Black Mt. Railroad, operating out of Kona, N. C., where it connects with the Clinchfield, a new company having taken over the line, we learn from Charles K. March, Jr., 801 Yadkin St., Kingsport, Tenn. •

LAST summer when *Railroad* announced its change in size, I hoped you would give *Trains* a good run for the money," laments Clarence K. Rogers, 2457 Davidson Ave., San Bernardino, Calif. "I am now convinced that *Railroad* was at its best during the years when Linwood Moody was writing in his own delightful way of the Maine slim-gagers."

Cheer up, Clarence! A new Moody article, "Two-Foot Gage," will head our consist in the near future.

"Inasmuch as your cash customers buy *Railroad* for both information and recreation, I suggest you avoid making it too technical," urges Frank W. Swigert, Hudson Falls, New York.

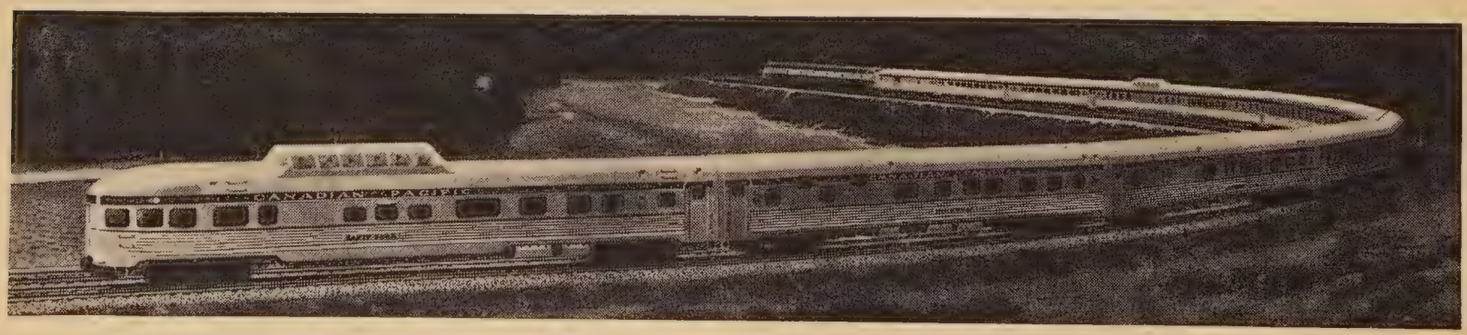
Bangor & Aroostook RR.

Arthur Gould, author of book, *The Fastest Hound Dog in the State of Maine*, rides a Bangor & Aroostook caboose with his subject.

This is good advice. But maybe Frank will tell us what he means by "too technical." Is the magazine as it stands now, too technical?

"I have followed closely the comments you published recently regarding the pros and cons of your editorial policy," says Hermann S. Trabold, 4 Bush Ave., Newburgh, N. Y. "I for one am 100 percent in favor of your present policy of trying to walk a middle course." •

VIRGINIA & TRUCKEE. "In 1904 and 1905 the Southern Pacific was building its Hazen Cutoff and shipping construction materials over the V&T," writes C. B. Winne, Box 392, Friday Harbor, Wash. "The V&T was short of power and borrowed two SP engines and crews. My father, Charley Winne,



Canadian Pacific Railway

***The Canadian*, a beautiful new Canadian Pacific train (shown here), went into service April 24 on the 2881-mile run between Montreal and Vancouver, with a schedule that cuts 16 hours from the previous westbound elapsed running time. Present elapsed time is 71 hours and 10 minutes. A new Canadian National fast transcontinental limited, *The Super Continental*, took to the rails on the same day. It was a great day for Dominion railroading!**

was in one of those crews. I was then a small boy but I remember the V&T passenger engine he rode, with brass trim and polished boiler jacket. Years later, I went to work on the SP's Shasta Division. Am now retired and living on an island where railroads are unknown, one of the things I miss. I still enjoy railroad stories and your magazine in particular." •

SP FIREMAN Dick Murdock, Box 303, Dunsmuir, Calif., author of "The Hundred-Percenter" (page 25), says his story is based on facts. "A lad told me about the switchman who actually ran a whole train across a turntable, up the sandhouse lead, out the top, and onto the main line. It happened here at Dunsmuir on the Southern Pacific years ago."

Dick has been working for the SP since he hired out as a tallowpot in September, 1944. Was promoted to runner in '52 but, he says: "Seniority does not permit me to run, so I am currently firing the *Shasta Daylight* between here and Gerber, 101 miles south. I also write a railroad gossip column once a week for the *Dunsmuir News*." •

AUTHOR of "Still a Hogger at 82" (page 38), is Illinois Central engineer Ernie Dolan, 404 W. Noleman St., Centralia, Ill. "I was born in Centralia," he says, "a city founded by the IC in 1853. All during my boyhood I was thrilled by the clicking of car wheels, locomotive exhausts, and the mournful wail of steam whistles. Naturally, when I grew up I went firing, and in due time I moved over to the right-hand side of the cab. Even now, after 15 years at the throttle, handling a train seems to me more like fun than work." •

CORRECTIONS. Canadian National's only girl operator, Kitty Fox of Brockville, Ont., points out an error in the article about her that appeared in our March issue. It's not true that "She's sometimes had to handle as many as 30 telegrams in five minutes." The error stemmed from the fact that, as Kitty states, "at one time train passengers filed 30 paid commercial messages at the wicket in about five minutes."

In the same issue E. Jay Quinby wrote that Erie locomotive *Harvey Springstead* was No. 926, but John Locke, 428 Prospect Ave., Hackensack, N. J., comments: "I have photos to prove she was No. 926." •

EMPTY YEARS

TIME and trials have grayed my temples,
Fiery fevers slowed the flow
Of the blood the Hog-Back quickened
In the years of long ago.
Ah, those years have fled forever,
All those thrills forever gone
When the coffee pot was boilin'
And the Hog-Back passed at dawn.

Down the grade she came a-rumblin'
With her fifty cars or more,
Bringin' dreams of fame and fortune
On some dim exotic shore.
Now I've wandered far, and wand'rin',
Watch the empty years roll on,
Not a thrill to me transportin'
Like the Hog-Back brought at dawn.

—W. J. Stamper

LIFE'S JOURNEY

LIFE is like a journey
Taken on a train,
With a pair of travelers
At each window pane.
I may sit beside you
Or I may sit elsewhere,
Never knowing you;
But if fate should mark me
To sit by your side,
Let's be pleasant travelers;
It's so short a ride.

—Who wrote this?

A MEMORY

WHEN I first kissed my Nancy
'Twas on a railway train.
A little tuft of thistledown
Danced by the windowpane.
She asked me what it symbolized;
I kissed her to explain.

When first I kissed my Nancy
'Twas on a railway train.
Her heart was light as thistledown,
Her mouth as soft as rain,
And something wakened in her eyes
That long asleep had lain.

It seems but yesterday somehow.
Where's thistledown, where's Nancy now?

—J. Connelly,
in New Zealand Rys. Magazine

On Next Month's Waybill

LITTLE RED CABOOSE: Bill Knapke relates the history and lore of the "crummy," with many good photos . . . TRAIN TO YESTERDAY: Tom Taber tells us about America's last narrow-gage passenger train . . . THE THIRD TRICK: a great fiction story by Harry Bedwell . . . WRECKING MASTER . . . Clyde Randall recalls his exciting years as a boomer and later as boss of the Lackawanna's biggest "big hook" . . . REMEMBER THE DAYS: a photo feature to delight juicefans . . . LOCO ROSTERS of the Sierra and the Georgia & Florida . . .

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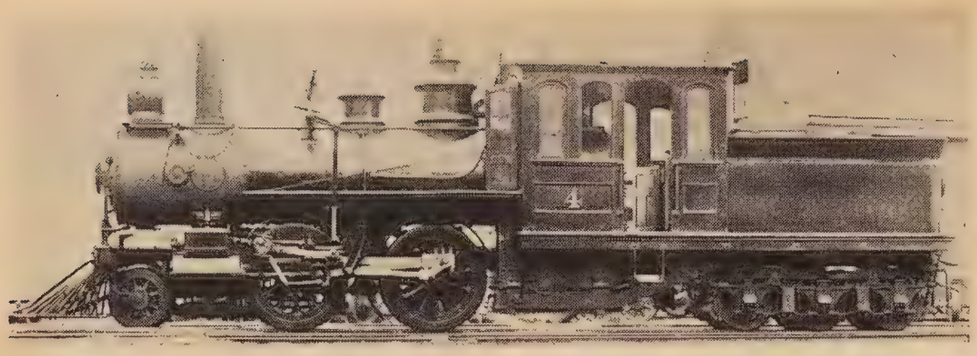

The Railway & Locomotive Historical Society

BRB&L bogies were ideal for commuter operations. This 2-4-6 had an extra pair of wheels on tender, probably for steadying purposes when running backward.

NARROW-GAGE

(Continued from page 31)

Sullivan miscalculated a bit. Thousands of persons showed up at the Boston terminal to bid the narrow-gage commuter line a last farewell. The ferryboat *Brewster* was due to leave Rowe's Wharf at 11:25, but many riders seemed to want to be the last through the turnstiles and last aboard. The whistle blew blast after blast in an effort to coax the crowd aboard. Finally she steamed away from the slip, packed from deck to engine-room with singing crowds.

During the crossing, other ships in the Harbor blew their whistles in farewell salute. Crowds aboard the boat stripped her of everything movable.

Of the 900 who rode the last ferry, a scant 100 climbed aboard for the farewell trip to Lynn. The rest crowded into the five-car Winthrop train—normal capacity, 360 persons—and overflowed onto the platforms.

While hundreds waited, Joseph A. Lewis, conductor on the final Winthrop train, went into the small room at the boat landing to give Minnie and Peggy, the East Boston train crews' pet cats, their last meal at the railroad's expense. The aging conductor leisurely set the food on the floor while train crews filed in silently to watch. Their Narrow-Gage days ended, the cats went home that night with the trainmen.

Then the last two trains slid quietly down the tracks toward Lynn and Winthrop, while the *Brewster* carried her last load of passengers back into Boston. That night, the crewmen's wives rode with them.

Crowds greeted the trains at every street and station; newcomers scaled the cars and rode the roofs. Souvenir hunters smashed windows, ripped the straw fabric from the seats, and made off with everything loose. Two cars made the entire trip in complete darkness after the light bulbs had been stolen. Five patrolmen and a sergeant had been assigned to prevent vandalism, but they might as well have stayed home.

The Winthrop train rolled to a halt at one that morning at Orient Heights. There police had to be called in to help clear out the trains. Only the 300-odd employes, who had lost their jobs, and a few veteran commuters seemed saddened by the death of the Narrow-Gage.

Later that night in the general offices at Rowe's Wharf, Superintendent Sullivan, who boasted 43 years' service on the road, watched the *Brewster* pull out empty on her final trip to the East Boston slip.

"When I took this job," he said glumly, "I knew it wasn't going to last." ●

L. H. Stephenson

Most BRB&L electric cars were converted steam coaches, but 203 (left) was a standard interurban with narrow-gage trucks. No. 200 (above) on the Loop in 1939.

Great Northern Railways

New reclining seats are principal feature of Great Northern's recently converted coaches on the *Cascadian*. Originally a diner, the car above includes a cafe area.

RAILROAD HOBBY CLUB

ITEMS sent to this department are printed free, in good faith, but without guarantee. Write plainly. No entry longer than 28 words will be accepted —except those dealing with back numbers of this magazine. Address *Railroad Magazine*, 205 E. 42nd Street, New York 17, N. Y.

Because of time needed to edit, print and distribute the magazine, all material should reach us nine weeks before publication date.

Use these abbreviations: *cond.*, condition; *ea.*, each; *elec.*, electric; *env.*, envelope; *eqmt.*, equipment; *esp.*, especially; *info.*, information; *n.g.*, narrow-gage; *negs.*, negatives; *p.c.*, postcard; *pref.*, preferably; *tr.*, train; *rr.*, railroad.

The term *tts.*, refers to public timetables, unless preceded by *emp.*, when it means employe's (operating) timetables.

(R) indicates desire to buy, swap or sell back issues of *Railroad Magazine*. (Specify condition of each copy.)

(*) indicates juicefan appeal.

SWITCH LIST

CHUCK ALLEN, Rte. 3, Box 48, Anchorage, Ky., wants 8 mm. movies and 35 mm. slides of steam locos; steam rosters '45-'46; write first.

(*) R. P. ANDERSON, 6018 W. Henderson St., Chicago 34, Ill., will sell emp. tts. NYC (Cleveland), P&E, (Ill., Canada, Erie divs.) or trade for 2x2 Kodachromes, pref. PRR, elec. or steam.

ALLEN BAIRD, 259 N. 10th St., Colton, Calif., sells loco rosters; too many to list. What do you want?

(* EDGAR BANKS, 235 W. 110th St., New York City, wants info. and pix on old Ohio short lines and interurbans.

A. E. PARKER, 512 N. Guadalupe, Redondo Beach, Calif., will trade '16, '25, '30, '41, '47 *Loco. Cyclopedias* or '46 *Carbuilder Cyclo.* for '03, '09, '12, '22, '36, '40 *Carbuilders Cyclo.* '22 *Loco. Cyclo.*

(R) ED BAUMGARDNER, 26 West End Ave., Oneonta, N. Y., will buy or trade *Railroad Magazines* since '36, good cond., for emp. and pub. tts, old pix, passes from U&D, D&E, D&N, G&J.

(R) FRANK BOOTH, 972 Greene Ave., Brooklyn, N. Y., will sell *Railroad Magazines*, 1910, all good cond., 3 lanterns, 4 brakemen's clubs; about 800 pix, all sizes, all oldtimers, some framed; some *Baldwin Mags*; answers all mail.

SID BOYD, 810 Sandusky St., Ashland, O., wants any *Off. Guide* between '10-'20.

(R*) JACK BROMLEY, 32 North Dr., Toronto 13, Canada, wants *Railroad Magazines*, good cond., '40-'41; also pix of trolleys, built '10 to present, of Boston, Phila., La., Chi., Toronto; send list, types, number of cars.

V. BUFFAM, 101 Roncesvalles Ave., Toronto, Canada, will sell any or all 150 negs. oldtime, modern, historic steam locos; free list.

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Rock Island Lines

Original Rock Island *Rocket* was this balloon-stacked eight-wheeler. In 1852 the road was known as the Chicago & Rock Island.

Mrs. MARGARET BUTLER, 314 S. Vermont, Maquoketa, Ia., wants data, pix Bellevue & Cascade n.g. branch CMStP&P.

P. A. CARLETON, 71 Winans Ave., Newark 3, N. J., wants sizes 616, p.c., negs PRR, CNJ, DL&W, Rdg, B&O, LV, Erie, steam power; send list.

JACQUES CAYA, 5785B 2nd Ave., Montreal, Canada, will sell *Ry. Gazette* '95, *Loco. Engineering* '95, '97 *Engineering Mag.* '91 to '97 (11 vols.).

RON CHANDLER, 324½ Central Ave., Holland, Mich., offers limited supply 8x10 pix of last Ri revenue steam eng., $1. ea.

CINEMA HOBBY CLUB, Box 520, Mar Vista 66, Calif., wants back issues of *HO Model Trains* mags., '48, Vol. 1, issues 1, 2, 3, 4, 6; also '49 Vol. 2, Jan., Feb.; also *Model Railroader*, '46, Vol. 13, Jan. thru Aug.; also March '47.

DAVE COOLEY, 311 John St., Bound Brook, N. J., will sell CNJ, Rdg., PRR, B&M, B&O, CP&NW pix; will buy negs. Rdg. steam only.

DOUG. CUMMINGS, 1678 W. 62nd Ave., Vancouver 14, B. C., Canada, will trade any issue of *Air Trails* mag. and aircraft pix for pix and plans of GN pass. and diesel eqpmt.

(*) O. R. CUMMINGS, Box 242, Newburyport, Mass., wants pix and all-time route map of El Paso, Tex., streetcars.

D. DEGNER, 304 S. 94th St., Milwaukee 14, Wis., wants size 616 pix of Milw. Rd. 903, 910, 912, 914, 918.

DICK DETTMER, 1825 New Hampshire Ave., N.W., Washington 9, D. C., wants *Trains*, Mar. '42, early issues *R&LHS Bulletin*; offers *Trains*, Mar., Apr. '43, July, Aug. '44, June, Nov. '45, Apr. '49.

(R) JOHN DEYOE, 715 Kirby, Champaign, Ill., wants *Railroad Magazine* Aug. '46, Jan. thru July '54; also comp. '44, '51, '52, '53; write first, state price, cond.

JOE DUNCAN, Germantown, Ill., will sell tts: Q&C May '08, Clover Leaf Alton June '09, Wabash Columbian Expo. '93, B&O No. 7, '10, Cotton Belt June '13; make offer.

H. C. ELDRIDGE, 10 River La., Levittown, Pa., will trade copy PFW&CRY perf. sheet showing engs. assigned to Eastern Div., Apr. 1, '85, for same of Western Div. only; no others.

DOROTHY EMINGER, 20525 Andover, Detroit 3, Mich., wants *Off. Guide*, any month, '25 to '30; write first.

HENRY EWALD, 9442 W. Greenwood Dr., Desplaines, Ill., will buy pix all types steam, diesel; answers all mail.

R. A. FREDERICK, 4813 Wentworth Blvd., Indianapolis 1, Ind., will sell 5x3½ pix of PRR, NYC, Rio Grande, others, 10 for $1; list, 3c stamp.

O. C. GARCIA, 605 89-25 Elmhurst Ave., Elmhurst 73, N. Y., has thousands of rr. clippings, tkts., trsfrs., tts., etc.; send $1.25 for mixed lot of 100 postpaid.

TED GAY, 156 Van Buren Ave., Teaneck, N. J., will buy 8 mm. color or B&W movies (no duplicates).

(*) CHUCK GOETHE, 1108 S.E. 7th St., Ft. Lauderdale, Fla., will trade many rare trolley and interurban negs. for trolley and int. prints, p.c. size and larger.

L. W. GOODWIN, Box 3, Northfield, Conn., collects old p.c. pix or rr. scenes, also old tts.; will swap with other collectors.

(*) JACK HAMMOND, 3904 E. 12th St., Oakland 1, Calif., wants Wabash switch key; sells p.c. sizes pix western steam and elec. lines; trades 4x5 and p.c. negs.; write first.

(*) BOB HANFT, 8106 Terrace Dr., El Cerrito 8, Calif., sells size 116 negs., clear close-up steam and juice, many big, short, n.g. roads; list free.

(*) BILL HOUSTON, RR 7, Kingston, Ont., Canada, wants pix and info. on experimental trolleys before PCCs, also copy of Miller's *Fares, Please!*

BOB HUBBARD, Box 11, Jefferson, Ore., wants bldr. and service pix of W&LE loco and pass. eqmt; also loco roster prior '10, tts., passes.

JOHN HUNGERFORD, 6951 Reseda Blvd., Reseda, Calif., will buy *Bulletin 57*, R&LHS, 35 mm. color slides Rio Grande Sou., East Broad Top.

D. L. HURST, 1427½ Marion Pl., Macon, Ga., buys, sells, trades rr. books and mags., new or hard to find; send for wants or details.

(R) JOHN ILLMAN, 7400 Errol Dr., El Cerrito 8, Calif., sells *Off. Guides*, '48-'53; $T. ea. postpaid; *Railroad Magazine*, Feb., Mar. '54, 25c ea., postpaid; trade or sell many emp. tts.; list for stamp or your list.

H. E. JENKINS failed to incl. address on card requesting info.

(R) Mrs. LEWIS JONES, 302 Cortland St., Groton, N. Y., will sell *Railroad Magazine* for last 18 yrs., good cond; also rr. books, loco pix; write for list.

FRANK JUETTNER, 313 Hilton Pl., Cincinnati 19, O., will buy pix or negs. of CNW and Milw. standard pass. cars; quote prices.

BILL KERKA, 7500 Virginia Ave., Parma 29, O., has plans for many steam locos., sell or trade for plans or steam pix of GN, NP, UP, SP, CB&Q, AT&SF, Milw.; list for 3c stamp.

STAN KISTLER, 3521 Blanche, Pasadena 10, Calif., sells negs; AT&SF 1010 Death Valley Scotty special eng.; also SP, UP, few Western short lines; 3c stamp for list.

DICK KRUMENACHER, 518 Beechwood Ave., Waukesha, Wis., will sell over 350 steam prints, Soo and Milw.; send 10c for list.

JOHN LOCKE, 428 Prospect Ave., Hackensack, N. J., will buy or trade p.c. negs. of Erie, CNJ, Rdg., PRR steam short lines; will sell excel. p.c. camera; make offer.

J. S. McCLINTON, Jr., Box 1458, Parkersburg, W. Va., buys pix of conventional open-platform obs., private or solarium cars, still or action; also *Off. Guides* prior to '36.

MIKE McLAUGHLIN, 4526-52 S.W., Seattle 6, Wash., wants pix, emp. tts., maps, railroadiana from Pacific Coast, Columbia & Puget Sound roads; also 35 mm. color slide GN 1977.

(*) STEVE MAGUIRE, 802 10th Ave., Belmar, N. J., has many roll signs to sell or trade; also other trolley souvenirs, whistles, bells, etc.; will buy 35 mm. color slides of trolleys.

CHUCK MARSH, Jr., 801 Yadkin St., Kingsport, Tenn., will sell Sou. negs.; list on request; will buy negs. SE roads.

R. E. MERCIER, 44 Major Dr., Nashua, N. H., wants B&M steam negs. black and white, color slides of NH streamlined Hudsons 1400's; state price, cond.

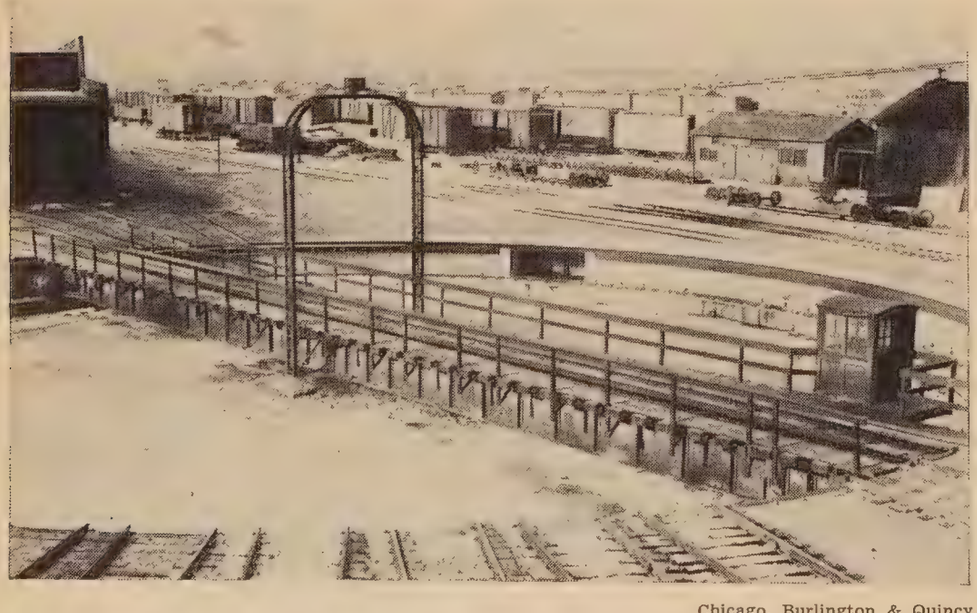
(R) B. MURTON, 7 Allendale Rd., Plymouth, England, will send 2 British rail mags in trade for April '48 *Railroad Magazine*.

(*) JOE PETACCIO, Jr., 2950 Richmond St., Philadelphia 34, Pa., will sell 35 mm. slides of trolleys and prints.

FELIX POLEK, Box 254, Braddock, Pa., wants NYC calendars, best cond., '22 to '31.

L. H. RICH, 213 Syme St., Sharon, Pa., wants pix and list of small U.S. roads, foreign stamps.

(*) M. RICH, Box 89, Sta. J., Toronto, Canada, has new list pix and slides of TTC new subway, etc.; wishes to hear from other street ry. fans.



Chicago, Burlington & Quincy

One of world's largest turntables, this electric-powered job on the Burlington at Clyde, Ill., not far from Chicago, measures 135 feet between rail-locks.

S. RICKARD, 234 Whitchurch Rd., Cardiff, Wales, Great Britain, will sell action pix 6½x4¾ of British trains, 6 for $1.

BILL ROBBINS, 204 Indian Spring Dr., Silver Spring, Md., will pay $2.50 ea. for *Trains*, Nov. '40, Feb. '41, good cond.

BILL ROEMER, 136 Jay Ave., Lyndhurst, N. J., sells cloth rr. emblems; 3c stamp for list, 25c for sample.

HAL ROSOVE, 399 Leslie St., Newark, N. J., wants NYC diesel pix; send lists or send on approval.

EARL RUSSELL, Chief Clerk to President of Maine Central, General Offices, Portland, Me., would appreciate gifts of old rr. passes.

IVAN SAUNDERS, 472 Belonda St., Pittsburgh 11, Pa., sells p.c. prints, 12c ea., roads too numerous to mention; send 3c stamp for list.

(*) A. R. SHADE, Jr., RFD 2, Columbia Station, O., will sell or trade juice pix and negs. of Cleve. Rys, CTS, CSL, CTA, LATL, SF Mun, many others; list and sample 10c; no neg. list; neg. size 120, 116, 616, 9x12.

C. L. SMITH, 339 Waverly Ave., Newark 3, N. J., will sell pix diff. sizes PRR, CNJ, DL&W, NYC, B&M, B&O, Rdg., NYNH&H; new list and sample 10c.

(R) J. F. SMITH, 853 N. Lawler, Chicago 51, Ill., will sell *Railroad Magazine* '33-'43; *Trains*, '46-'51; by years; also duplicates; also '47-'49 bound *Model Railroader* and 150 5x7 pix.

ART STENSVAD, (UP fireman), 811 E. 3rd, North Platte, Neb., wants size 616 or larger pix of UP 2869; sells UP steam negs., size 616, 3 for $1.; will shoot diesels on order.

I. B. SWEET, 4704 Vineta Ave., La Canada, Calif., selling his library, books on railroadiana, early Western travel guides, ghost mining camps, steam engs., telegraph, telephone; also war relics.

(R) WALT TICEHURST, 60 Beacon St., Forisville, Conn., will sell *Railroad Magazines* for best offer; '33 May, Oct., Nov., Dec.; '34 all exc. June; '35 Jan. to June; '36 May to Dec.; all '37, thru '43, '47; '44 Jan., Feb.; '46 all but Jan., Feb., Mar.; '48 all exc. Sept.; '49 Jan. to June; '52 Mar., Apr., May, June, Aug., Nov., Dec.; '53 all; '54 to Aug.

(R) EARLE TOMME, Jr., Box 484, Raymondville, Tex., wants steam p.c. pix Cotton Belt; La. & NW; La. & Ark.; La. Ry. & Nav; La., Ark. & Tex., esp. 900 to '29; also wants early rosters; wants *Railroad Magazine*, '46-47 comp.

FRANK TURNER, 1207 S. 1st St., Tucumcari, N. M., will buy or trade SP and CRI&P tts., tr. ords., pix, esp. from South and West.

(R) BILL TYSON, 518 Ashley Dr., Aiken, S. C., will sell *Railroad Magazine* June '36 thru Dec. '54, 222 copies, $45. exp. col.; wants pix of Williamsport and North Branch locos, frt. and pass. cars, at time of abandonment.

MIKE VAUISO, Jr., 54 Arch St., Amsterdam, N. Y., sells pix 18 for $1; sample and printed list 10c; is compiling list of industrial roads and their motive power; please send info. on them.

DICK WALLIN, 664 Hawbrook Ave., Kirkwood 22, Mo., sells steam pix, MOP, SP, D&RGW (incl. n.g.) IC, NYC, WAB, C&IM, TRRA, etc.; send 10c for list, sample; will sell 1951 *Ry. Age*, 51 issues, for best offer.

NOEL WEAVER, Jr., 123 Newton Ter., Waterbury, Conn., sells 2x2 snaps, mostly steam, 5c ea., 25 for $1, list for stamped env.

L. D. WEBSTER, RFD 1, Box 36, Lake Worth, Fla., will sell emp. tts. or trade for dime novels; boys' old books.

PHIL WEIBLER, 24 Country Club Dr., Quincy, Ill., will sell pix CB&Q, C&NW, Wabash, N&W, Vgn, etc.; send 25c for list and sample.

JOHN WEIGHTMAN, Box 696, Sacramento, Calif., will make size 124 copy neg. from any size rr. pic, $1.

(*) J. H. WHITE, 2931 Marshall Ave., Cincinnati 20, O., wants pix, tts. info. on Cincinnati & Westwood.

VINTON WIGHT, 1411 Nemaha, Lincoln 2, Neb., sells dramatic rr. recordings on tape or discs, DRG n.g., UP, CB&Q; write for list.

C. W. WITBECK, Box 697, Brookhaven, Miss., will sell 36-in. gage loco, cars, trucks, couplers, rail. Issues monthly lists of duplicate negs., p.c. 5x7, 5x8, 8x10; lists for 3c stamp.

MODEL TRADING POST

LAD AREND, 13 High, Franklin, O., will sell 3 remodeled Buddy L, 2 Burlington, 1 Rio Grande, 2 Shays, 1 4-40, 30 cars, 1 wrecker; none used; also 6 coaches.

(*) H. ASHLEY, 50 Saratoga Ave., Yonkers 5, N. Y., offers sell HO steeplecab without motor, $10; also HO, O scale, and '54 Lionel items, like new; list 3c.

WARD BARCAFER, Jr., 920 E. Ellsworth, Salina, Kan., will sell *Mantua Belle* of '80's or trade for HO 3 loco.

LEO BARIS, 113 Sherman Ave., New York City, wants 5 frt. cars and 1 pass. car, all with knuckle couplers.

JEROME FOSTER, 750 Main St., Winchester, Mass., collects and assembles for preservation examples of OO gage, compl. kits, actual models; wants info. in this line. Buy loco desk models and orig. rr. paintings.

H. S. HERA, 7008 Cresheim Rd., Philadelphia 19, Pa., offers 4 diff. rr. scenes from big PRR calendars, $1 plus postage.

JOHN HORTON, 4115 Francis Ave., Cincinnati 5, O., wants old tinplate cats.; buys or trades old tinplate.

JOE McCORMICK, Brooklands, Suffern, N. Y., will sell Lionel O gage, tr. set, incl. 2 comp. trs; list for 3c stamp.

W. D. RICHARDSON, 275 Marion Ave., Painesville, O., will sell 160 HO gage frt. cars plus 1 steam-type eng., extra parts, $160 for lot; will sell eng. and cars in smaller groups; list 3c stamp.

HAL WILMUNDER, Rte. 1, Box 805, Roseville, Calif., wants info. on n.g. 10-wheel type Alaska eng. No. 152 was stored in Davidson scrapyard, Stockton, Calif.; has bought loco; wants missing boiler front plate.

FLAGSTOPS

CENTRAL COAST RAILWAY CLUB, Box 783, San Jose, Calif., announces gold-spike driving ceremony for completion of Burney extension of McCloud River RR July 2, 3, 4. Send 3c stamp for details of fantrip, etc.

ILLINOIS CENTRAL announces Memorial Day steam excursion, May 29, to Decatur via Gilman and Clinton, return via White Heath and Champaign. Leaves Chicago Central Sta. 8 a.m., returns 10 p.m.; $12, payable in advance to M. H. Klebolt, trip chairman, 301 S. Wright St., Champaign, Ill.

LOUISVILLE CHAPTER, NRHS, plans jamboree, Memorial Day week-end, Charleston area of W. Va., 2½ days riding steam short lines behind Shay, Climax, Heisler, rod engines. Will cover common carrier, private logging, and coal roads. Complete fare, incl. 2 lunches, $10. Write Vitaly V. Uzoff, 3319 Utah Ave., Louisville 16, Ky.

MIDWEST REGION, NMRA, will hold spring meet in Elgin, Ill., on May 14, 15.

CONN. VALLEY CHAPTER, NRHS, plans fantrip Apr. 24, New Haven to Providence, covering Pascoag and Pontiac branches, stopping at Providence enginehouse (steam loco 3020 on display). Round trip $7, children $3.75.

Also: May 22, Central Vt. steam-power trip, New Haven to New London via NYNH&H, then via CV to Bellows Falls, Vt.

NIAGARA FRONTIER REGION, NMRA, will hold convention at Buffalo, N. Y., May 13, 14, 15. Write J. A. Houde, 40 Linn Ave., Auburn, N. Y.

WASHINGTON, D. C., CHAPTER, NRHS, will sponsor trip to Pope's Creek, Md., on Apr. 17. Leaves 8 a.m. from PRR frt. sta., Rosslyn, Va. Open baggage and lunch car incl. Round trip $3; children $1.50. Write C. I. Tod, 1908 Quintana St., Arlington 5, Va.

Also: B&O trip, Washington to Chicago, Memorial Day week-end, using Budd cars. Round trip $24.75.

$2000 in cash prizes for the best photographs showing winter in New England is being offered by the New Haven Railroad. Open to amateurs and professionals with 48 prizes in two classes, black and white, and color. First prize in each class, $500. Entries must be received by April 15th, Room 3634, Grand Central Terminal, New York, New York. For details consult your camera store or any New Haven Ticket Office.

RAILROAD ENTHUSIASTS, Inc., and the New Haven announce Springfield excursion from Boston, May 8, over freight-only Dorchester and Armory branches. Fare: $4.50, half: $2.25. Further details from H. F. Greene, 44 School St., Boston, Mass.

PACIFIC GREAT EASTERN Boosters announce all-daylight railfan trip from Vancouver to St. George over PGE. Boat leaves July 9. Overnight stop at Lillooet, sleeping in cars. Return July 11. Complete fare: upper $60.50; lower $62.50. Vancouver hotel accommodations booked on request.

Also special trip Vancouver-Seattle, May 21, via CPR to Sumas, Wash. NP to Seattle. Return GN $9.65. For details write Ernie Plant, Box 40, Horshoe Bay, B. C.

METROPOLITAN PHILADELPHIA Railway Association announces special train May 1, Philadelphia-Gettysburg, Pa., via PRR, Western Maryland. Leave 30th St. station 8:25 A.M., Gettysburg 2:40 P.M. Fare: $5.95 adults, $3 children. Special arrangements for Baltimore and Wilmington fans. Ticket deadline: April 27. For details write: MPRA, Box 7285, Philadelphia 1, Pa.

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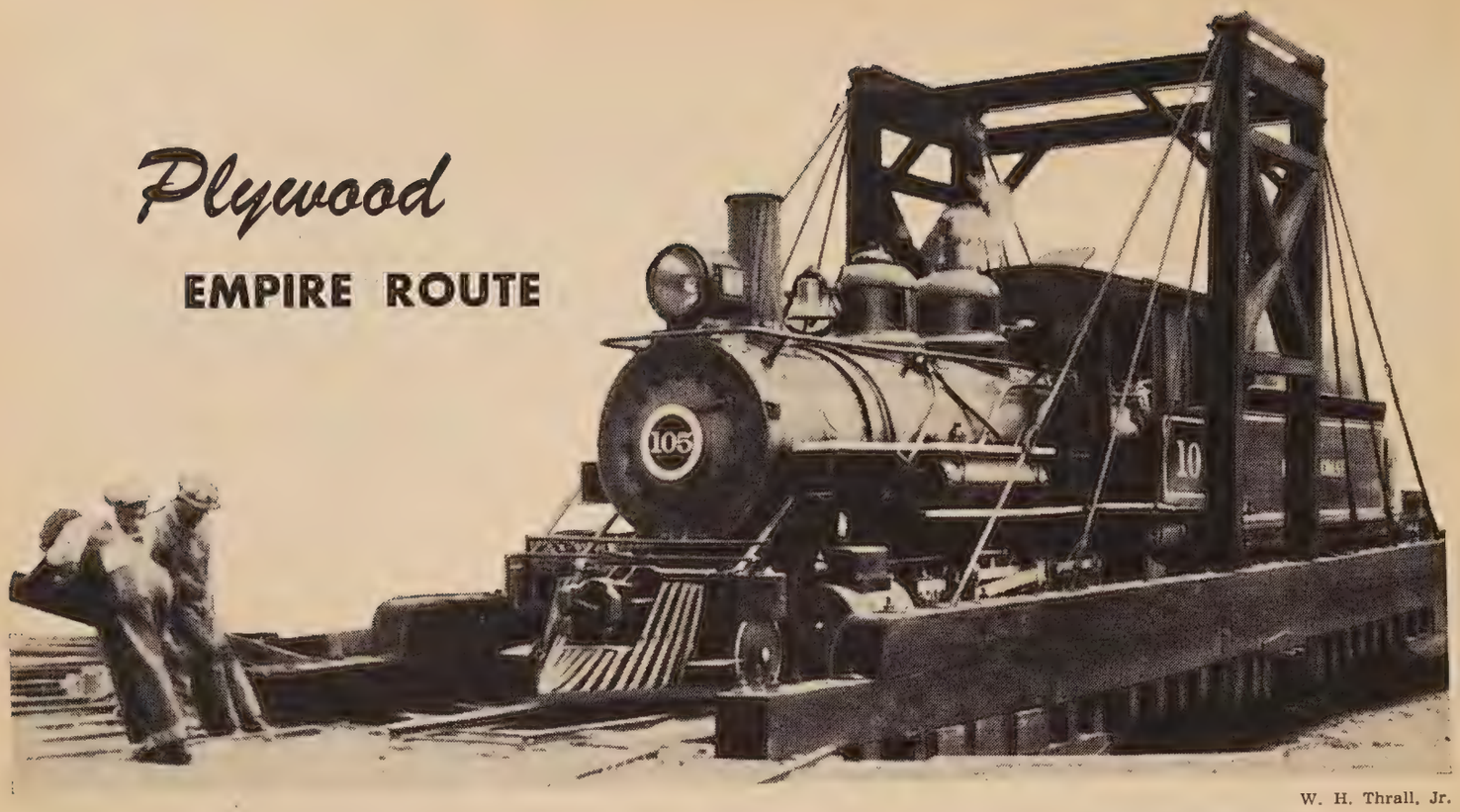


W. H. Thrall, Jr.

Prototype is this hand-operated turntable at San Luis Obispo, Calif., on old Pacific Coast narrow-gage.

BUILD A GALLOWS TURNTABLE

by PAUL N. WHITE

SINCE the Plywood Empire Route harks back to that colorful railroading era at the early part of the century, the gallows turntable lends real authenticity to the layout. It's an old-fashioned operating type, turned by the "armstrong" method, and designed to be used in a shallow pit. More modern types require a deep pit for the deck-girder which supports the track.

The central structure of the turntable functions as a compression member and the diagonal rods as tension members, not unlike the parts of a through-truss bridge.

Turntable Side Members. You will need four 3/16-inch square strips for the horizontal members, which are fastened to the tops of the ties. The top, or shorter beam, is cemented to the bottom beam. Be sure you round off the corners of the short beams. The vertical structure, which contains the X-bracing, is made of 3/16x1/8-inch stripwood cemented together to form a frame. Cut the X-pieces out and cement them into place. Make two sides in this way. Do all your cementing on wax paper placed over your full-size version of the printed drawing; otherwise everything will stick together.

Crossties. You will need 33 crossties. The seven in the middle are made of 3/16x1/8-inch stripwood while the remaining 26 are made of 1/8x1/8-inch material. Each of the 33 ties is 2⅛ inches long. Cement the ties, using another tie as a spacer, to the bottom beams as shown in the side and plan views. The two ties at each end are immediately adjacent to each other.

A skid beam, required at each end underneath the two end ties, can be made of ⅛x¼-inch stripwood with the bottom ends beveled slightly so they will skid along smoothly as in prototype. Cement to bottoms of end ties. These skid beams in the model actually take the entire weight of the turntable and rest on the skid ring, which will be described later.

Track and Footboards. Cut two lengths of rail 8⅛ inches long and be sure the rail, which is the same as that used on the turntable lead and storage tracks, is perfectly straight and free of kinks or bends. Goodyear's Pliobond or Walther's Goo not only serves to eliminate the tedious task of spiking the rails into position, but holds the track firmly in place under all kinds of operating conditions. Spread cement on the bottom of each rail and touch the top of each tie. When cement becomes tacky press the rails into place and place a weight on top. Use a track gage so that you get rails gaged accurately. Allow to dry for several hours or, better still, overnight.

Footboards should be cemented down the middle between the rails and along one side. These are made of 1/16x1/8-inch stripwood and should be placed with a slight crack between each board.

Tension Rods. The eight tension rods are made of No. 20 copper bell wire, or piano wire. If you use bell wire, available at local dime stores, peel off the plastic insulation, and cut into lengths a couple of inches longer than required. Fasten one end in a vise and give a sharp pull with a pair of pliers. This will give you a perfectly straight piece of wire. Drill No. 66 holes in the upper

ends of the gallows frame and main beams and insert the ends of each wire. You'll find a press fit will hold them in place, or you can add a drop of cement.

Collector Ring. To supply power to the two tracks a commutation-type of collector, or contact ring, is used. This will insure that the locomotive will always go in the correct direction no matter which way the turntable is turned. For when it is turned 90 degrees beyond the lead track the polarity of the rails is automatically reversed. This eliminates the need for a DPDT toggle switch which can often be a nuisance in turntable use. The ring will receive current from a set of contact fingers.

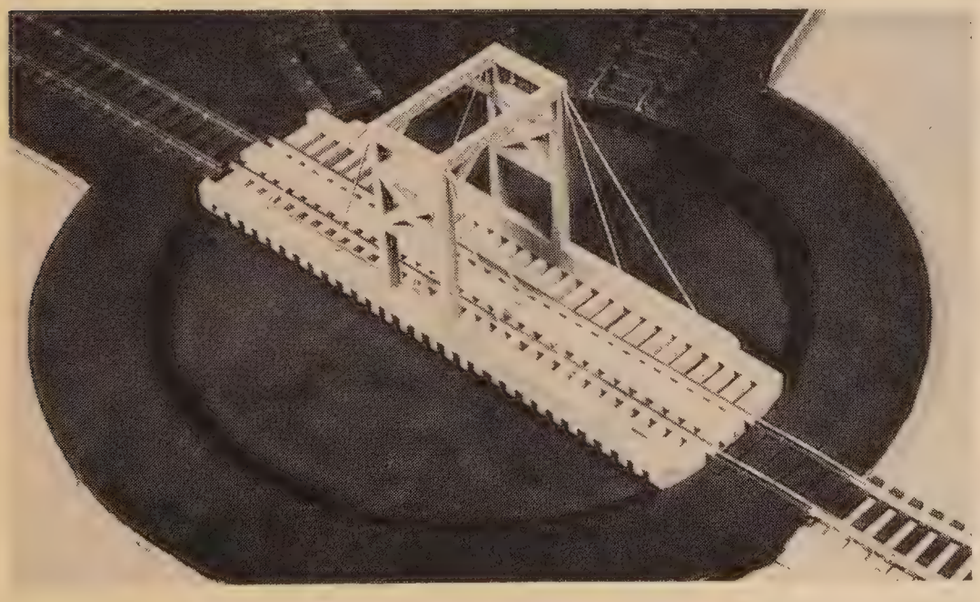
Cut the contact rings from shim brass, or any light metal, as shown in drawing and cement to a 1/16-inch thick pine or cardboard mounting plate. Again, Pliobond or Goo can be used. Drill a 3/16-inch hole in center of the mounting plate and insert a length of 3/16-inch dowel as shown in the detail drawing. Cement this in place and make sure the dowel is at right angles to the plate.

Next cement the mounting plate to the underside of the seven "deep" ties at the center of the turntable. After cement is fully set, solder small jumper wires between the segment of the contact ring and the track rails immediately above as shown in detail sketch.

Turntable Apron. If you will refer to the August issue of *Railroad Magazine*, you will note that the location of the center of the turntable is indicated as point TT. Center punch this point, and, with a compass, scribe a circle 8¼-inches in diameter. Next drill a 3/16-inch hole at point TT and ream slightly to permit a piece of 3/16-inch dowel to rotate freely without binding. Lay the apron out in pencil on a piece of ¼-inch plywood as shown in drawing. Saw out with a scroll or jig saw, making sure that the inside circle, where the turntable goes, is as smooth and round as possible. Scribe the storage track center lines, the center line of the storage and the incoming or lead tracks.

Now lay the apron down on the layout baseboard and line up the lead-track center line with the lead track itself on the layout, and the inside circle with the circle previously drawn with the compass. Nail apron down with small brads and paint flat black or cement color. To make the circular skid ring simply draw two circles on 1/16-inch Bristol or cardboard stock and cut out with snips. The inside diameter is 7¾ inches and the outside is 8¾ inches in diameter. See sketch. Cement skid ring to baseboard just inside the apron circle. The skid beams of the turntable will rest on this ring and take the place of wheels and track found in the later-type turntables.

Contact Fingers. The contact fingers, made of 3/16-inch wide strips of either shim brass or phosphor bronze (both have a "spring" for firm contact), rest



When completed, your gallows turntable should look like this. To retain the spirit of the 1890's, your model should also be operated by the "arm-strong" method.

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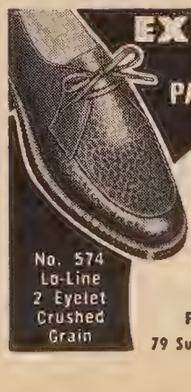

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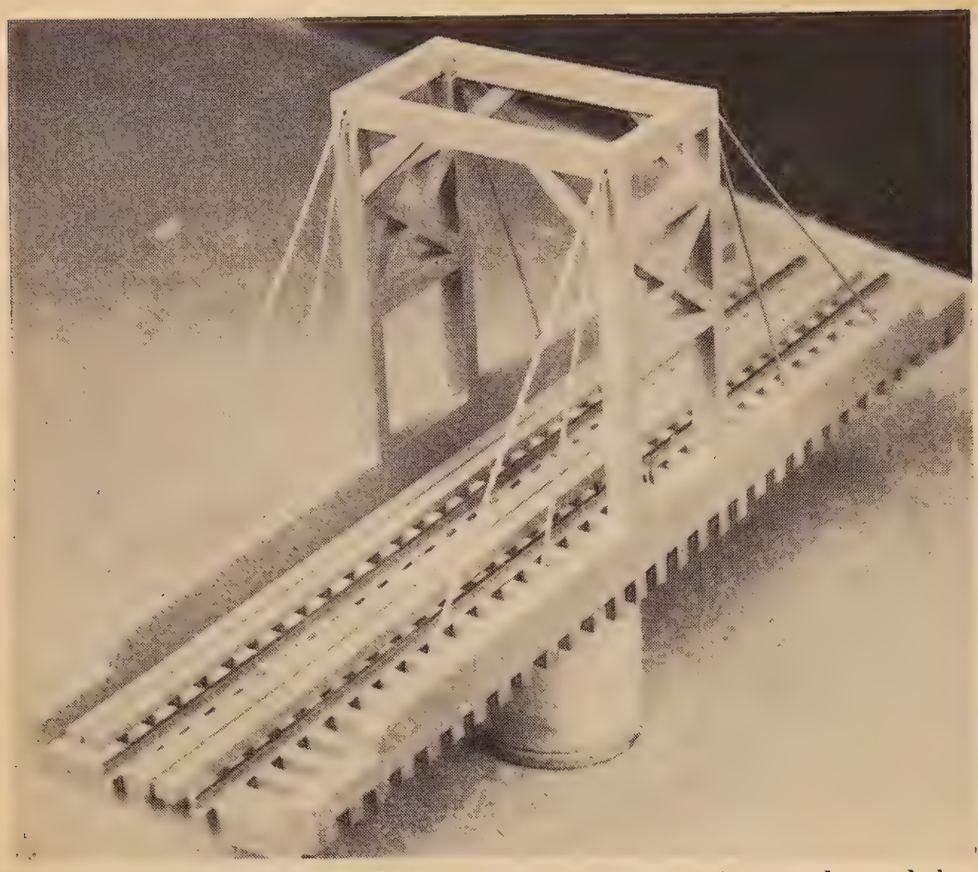
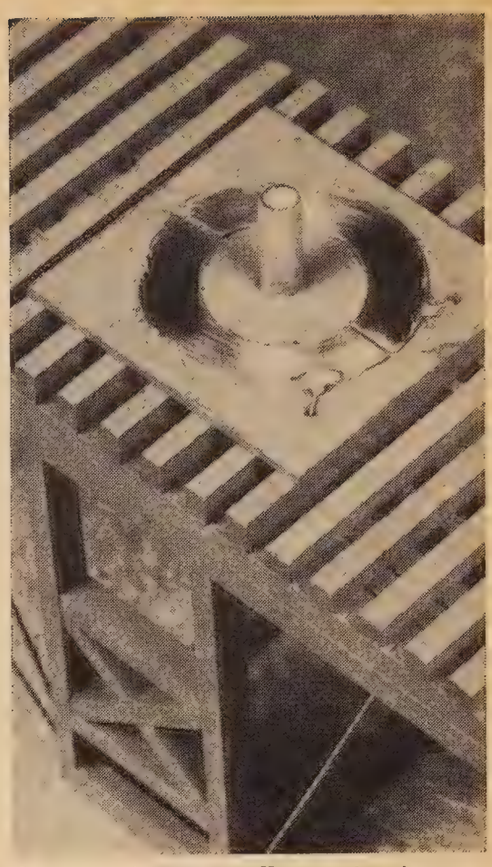
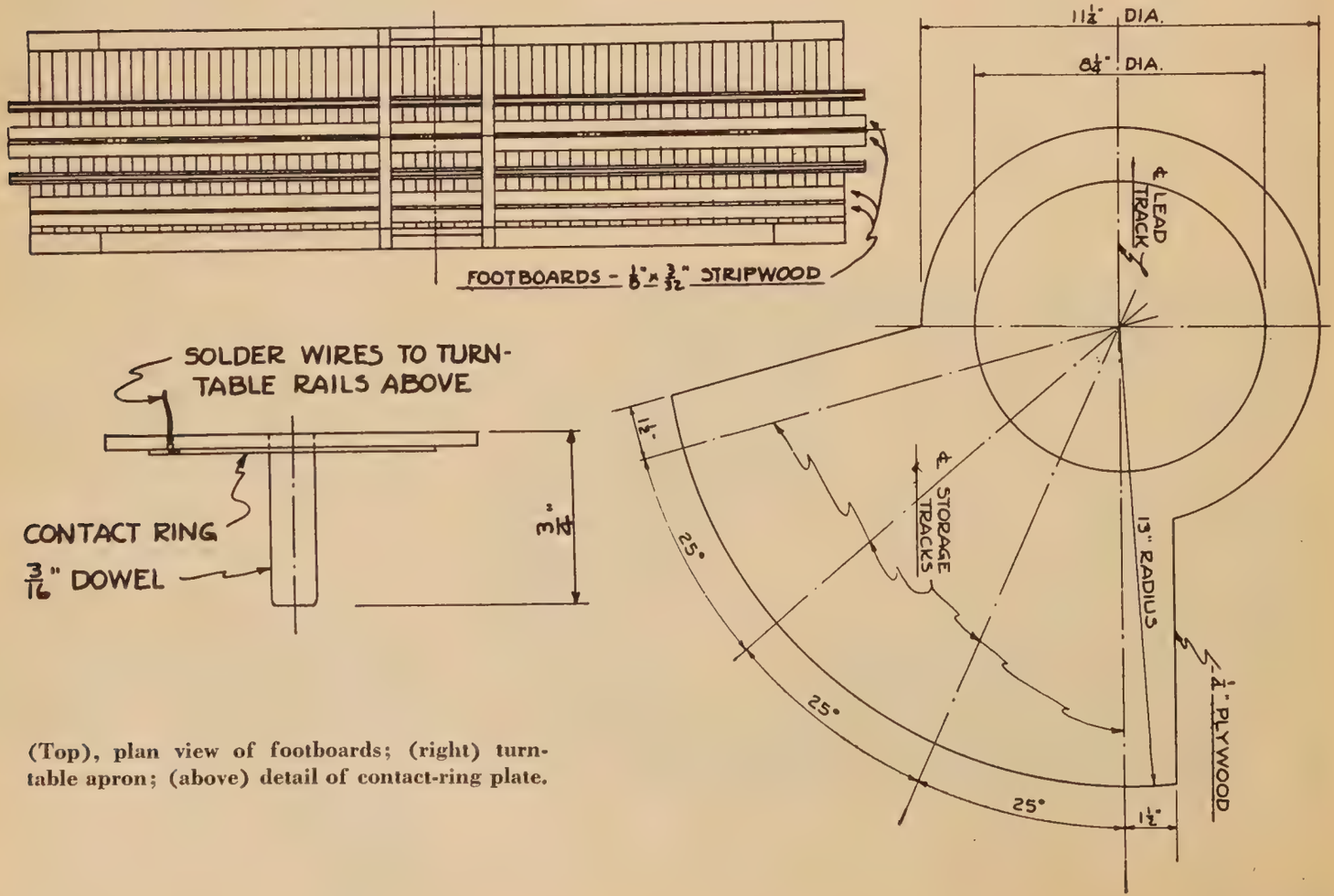


Central structure of the turntable functions as a compression member and the diagonal rods as tension members, not unlike the parts of a through-truss bridge.

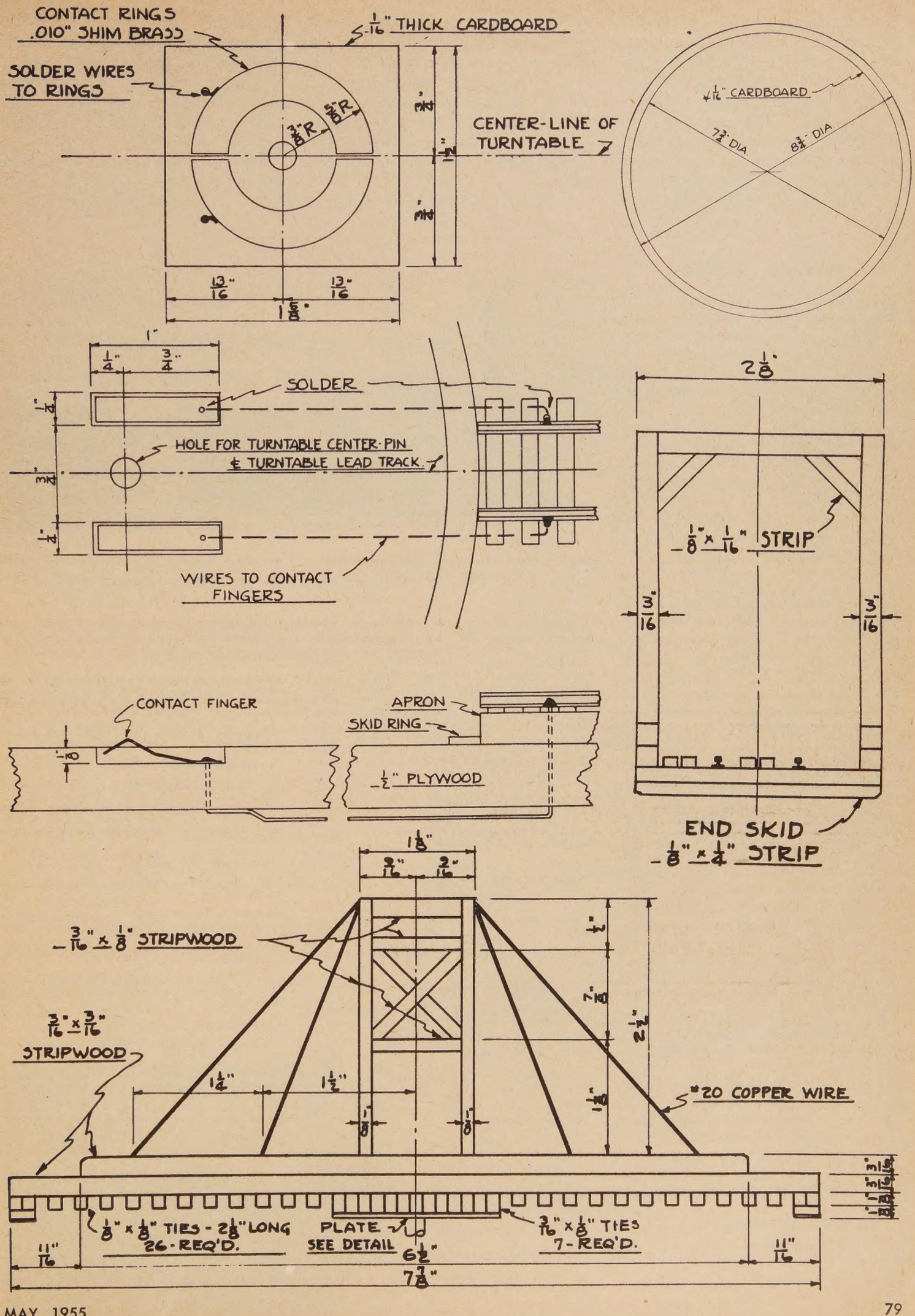


Commutation-type collector ring insures engine always goes in right direction.

Moving clockwise from top left on the facing page are these diagrams: detail of contact-ring plate, bottom view; detail of skid ring; front view; side view; contact fingers, side view; and contact fingers, top view.



(Top), plan view of footboards; (right) turntable apron; (above) detail of contact-ring plate.


CONTACT RINGS .010" SHIM BRASS
SOLDER WIRES TO RINGS
1/16" THICK CARDBOARD
CENTER-LINE OF TURNTABLE
13/16"
13/16"
1 5/8"
1/16" CARDBOARD
7 3/4" DIA
8 3/4" DIA
SOLDER
HOLE FOR TURNTABLE CENTER-PIN & TURNTABLE LEAD TRACK
WIRES TO CONTACT FINGERS
2 1/8"
1/8" x 1/16" STRIP
3/16"
3/16"
END SKID
1/8" x 1/4" STRIP
CONTACT FINGER
APRON
SKID RING
1/2" PLYWOOD
1 1/8"
3/16"
2/16"
3/16" x 1/8" STRIPWOOD
3/16" x 3/16" STRIPWOOD
1 1/4"
1 1/2"
1/8"
1/8"
#20 COPPER WIRE
1/8" x 1/8" TIES - 2 1/8" LONG 26-REQ'D.
PLATE SEE DETAIL
6 1/2"
3/16" x 1/8" TIES 7-REQ'D.
11/16"
11/16"
7 7/8"

in small rectangular wells sunk into the baseboard as shown in sketch. These are secured in place with Pliobond, Goo, or small brads. Connect as shown to the lead tracks with No. 20 wire and solder all connections.

Storage Tracks. After the turntable is in position, locate each storage track and either spike or cement rails down on apron. Small Selley bumper stops or bumper posts can be used at each end of the track. Solder wires from tracks to the lead track (north rails to north rail and south rails to south rail of lead track). Finally, wire in SPST toggle switches to one side of each storage track so that one engine can be moved while the rest of them stand still.

Paint the turntable either flat black or gray. A light wash of flat black thinned down with turpentine will give an aged appearance. While this is strictly an "armstrong"—or hand-operated affair—you can, with a little ingenuity make it operate with pulleys, cord and a crank.

However, don't make it an electrically-operated, automatic affair. That's just going *too* modern! ●

STEAM POWER

KANSAS CITY has seen its last steam-powered locomotive. Ironically enough, the Union Pacific's *City of Salina,* which 21 years ago was powered by the nation's first diesel, sent up that last gust of steam and smoke and soot over the Union Station.

In the Far West, however, steam still hangs on. "There are enough steam engines on the SP's Western, San Joaquin, and Coast divisions to make you wonder if Espee will ever rid itself completely of steam. I hope not," writes SP fireman William E. Kanz, 430 South 11th St., Richmond, Calif.

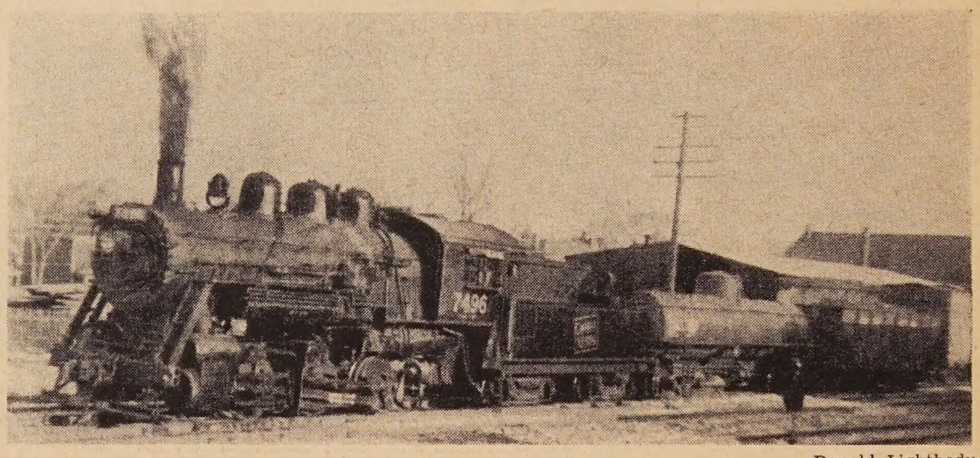
"On the Western Division out of Oakland you can still see a variety of types:—0-6-0's throughout the Oakland Terminal yards, 2-6-0's on occasional locals and in yard service at Porta Costa, 2-8-2's switching in the rock quarries at Eliot and in freight service, 4-6-2's on Oakland-Sacramento passenger runs terminating in Sacramento, 4-6-0's, 4-8-2's, 4-8-4's on some passenger and freight runs, 4-8-8-4 cab-aheads on freight runs Oakland-Sacramento-Roseville, Oakland-San Jose, San Jose-San Francisco-Tracy.

"On the San Joaquin Division 2-6-0's and 0-6-0's are used in the yards in Bakerfield and Fresno, a few 2-6-0's, 2-8-0's and 0-8-0's in Taylor yard, Los Angeles, while cab-aheads and 4-8-4's are used extensively out of Los Angeles to San Francisco on the Coast Division."

B. N. Carruthers, president, Ontario Central Railway Club, 405 Belsize Drive, Toronto, Canada, seconds William H. Coo's invitation in the April issue to visit Canada for a rail tour.

"Be sure to get your line-up and clearances from the Public Relations department, though," he says. "Visitors are always welcomed and usually enjoy the freedom of the terminal, providing they comply with regulations and don't make a nuisance of themselves. You'll end up by seeing twice as much as you would on your own and really get close to your favorite type of steam power."

The following additions to our steam power lists, published in the Sept. and Dec., 1954, Jan. through April, 1955 issues, were sent to us by:



Donald Lightbody

One of last steamers still operating in Canadian National's Truro, N. S., yards is this 35-year-old, Lima-built switcher, 7496, once Grand Trunk Western's 1821.

William W. Barnes, Grand Island, Nebr.; Dick Wallin, Kirkwood, Mo.; Jerry Moore, Skiatook, Okla.; Bill Reddy, Colorado Springs, Colo.; Q. B. Flinchpaugh, U.S.S. Antietam; Robert V. Hubbard, New York; W. G. Rattley, Memphis, Tenn.; Winfield Crowther, Denver, Colo.; Roger Brewlow, Providence, R. I.; E. B. Crossmun, Punxsutawney, Pa.; Edward J. Emery, Toronto, Ont.; Arthur Stensrad, N. Platte, Nebr.; Clyde M. Baker, Corning, N. Y.; S. P. Herren, Marshall, Texas; John T. Picken, Amityville, N. Y.; Raymond Gough, Jersey City, N. J.; C. M. Reyner, Petoskey, Mich.; J. W. Steadham, Linsdale, Ga.

Brick and tile plant north of Malvern, Ark.—narrow-gage 0-4-0T's.

Chicago, Burlington & Quincy—Grand Island, Nebr.—4-8-4, 2-8-2, 4-6-4.

Colorado & Southern—Denver, Colo.—2-8-0's, 4-6-2's, 2-10-2's.

Craig Mountain—Winchester, Idaho—Climax.

Delta Valley & Southern—Wilson, Ark.—2-6-0, standby.

Denver & Rio Grande Western—Salt Lake City, Utah.

Dirks Lumber Mill—Mountain Pine, Ark.—2-6-2.

Electro-Metallurgical Co. (Union Carbide & Carbon)—Alloy, W. Va.—0-6-0 saddletank.

Forest Products Chemical Co.,—Memphis, Tenn.—Heisler, 2-6-2T.

Frisco—Lindenwood, Springfield, Mo.—4-8-4's, 4-8-2, stored.

Georgia Power Co.—Plant Hammond, Rome, Ga.—ex-Georgia 0-6-0.

Huntsville & Lake of Bays—Huntsville, Ont.—0-4-0T.

Illinois Central—Chicago, Ill.

Indianapolis Union—Indianapolis, Ind.—0-8-0's, stored.

Jersey Central—Jersey City, N. J.—0-6-0's

Lake Erie Coal Co.—Erieau, Ont.—2-8-0's

Louisville & Nashville—Decoursey, Ky.—2-8-2, 2-8-4, also dead engines.

Marquette Cement Co.—Rockmart, Ga.—0-4-0 saddletank, stored.

Milwaukee—Chicago, Ill.

Missouri Pacific—to be dieselized, 1955—10, 100 class; 3, 2300 class; 15, 2000 class; 1, 5335 class; and 7, 9700 class engines will be held for standby service.

Morristown & Erie— Essex Falls, Morristown, N. J.—2-8-0's.

Moshassuck Valley—Saylesville, R. I.—0-6-0.

Mt. Hood—Hood River, Ore.—2-8-2.

New York Central—Poughkeepsie, N. Y.—4-6-4; Bronx, N. Y.—4-8-2, dead; Mackinaw City, Mich.—4-8-2; Mackinaw City-Detroit—daily local passenger run.

Pennsylvania—Chicago, Ill.

Pike's Peak Cog—Pike's Peak, Colo.—steam in standby service.

Poinsett-Lumber & Mfg. Co.—Truman, Ark.—4-6-0, 0-4-4T (Forney types).

Prescott & North Western—Prescott, Ark.—2-6-2, 2-8-2, stored.

St. Louis Material & Supply Co.—St. Louis, Mo.—ex-Katy 0-6-0, ex-Frisco 4-4-0 built in 1888 rusting on siding.

Soo—Chicago, Ill.

Southern—Atlanta, Ga.—2-8-0; Ludlow, Ky.—occasional dead engine.

Southern Pacific—Salem-Black Rock, Ore.—2-8-2, local; Salem-Eugene, Ore.—2-8-0, local; Portland-Eugene, Ore.—4-8-2, 4-10-2, 4-8-4; Eugene-Oakridge, Ore.—2-8-0, 4-8-8-2, 4-10-2; Oakridge-Cascade Summit, Ore.—4-8-8-2, helper service.

Terminal Railroad of St. Louis—Madison, Ill., yards.

Union Pacific—Grand Island, Nebr.—4-12-2, 4-8-2, 4-8-4, 2-8-0; dieselized west of North Platte except for a couple of 2-8-2's on locals, east, a few 4-8-4's on mainline freight, one 2-8-2 daily on locals.

Wabash—Moberly, Mo.—4-6-4's, stored.

White Pass & Yukon—Skagway, Alaska—2-8-2.

Willamina & Grand Ronde—Gardiner, Ore.—2-8-0, 2-6-2.

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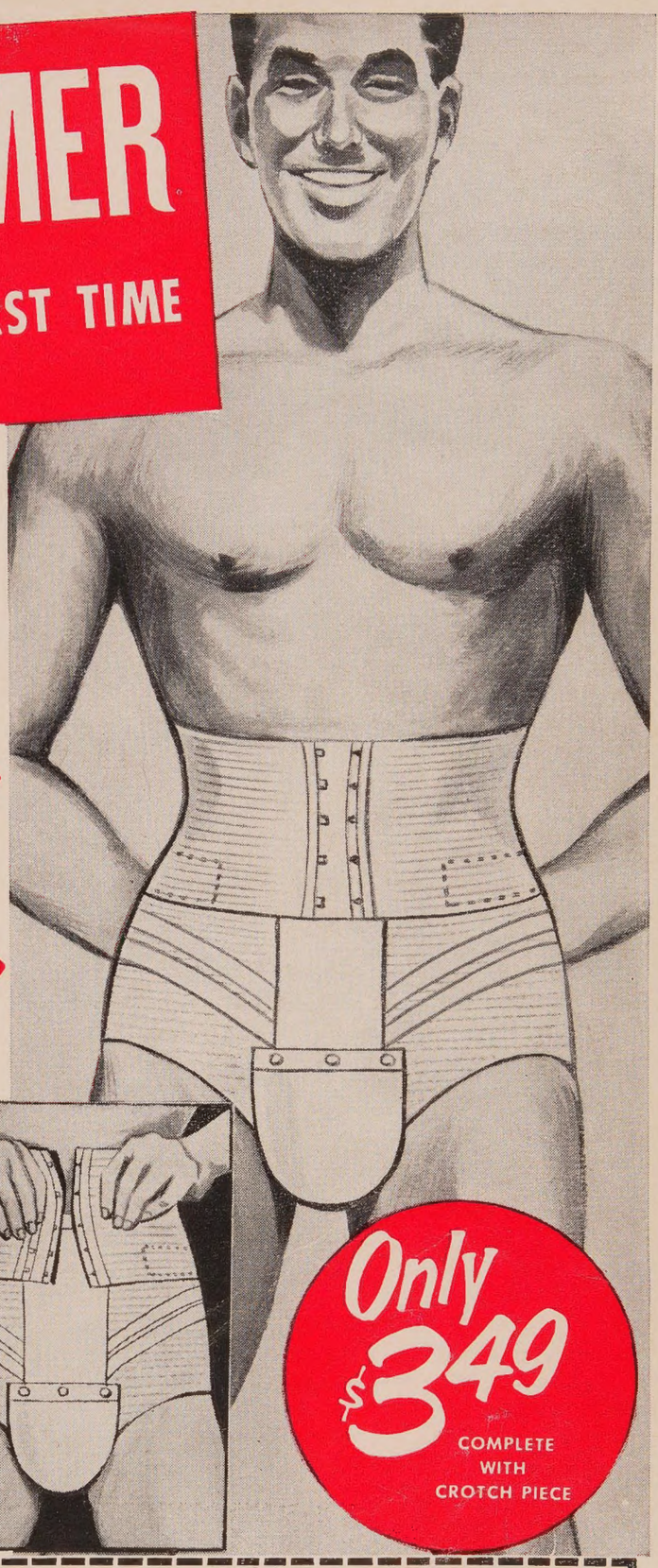

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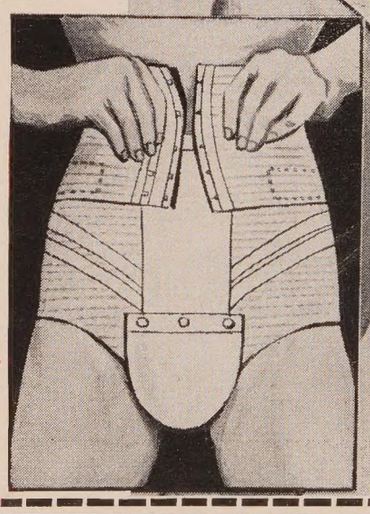
Don't let a heavy weighing-down "corporation" and a balloon waistline get you down. Figure Slimmer flattens your front and takes in inches of your appearance. Clothes will look well on you now!

ADJUSTABLE

Figure Slimmer's adjustable feature makes it easy for you to have a small waistline look. Trousers now look good and fit swell. You can take yourself in more inches if you wish, with this novel adjustable feature.



Only $3.49 COMPLETE WITH CROTCH PIECE

TRY 10 DAYS

SEND NO MONEY

You need risk no money to try Figure Slimmer. Just fill out the coupon and we will rush you the Figure Slimmer by return mail. Wear it ten days. Then if you are not satisfied with the results you had expected return it and the full purchase price will be refunded. Mail coupon now.

Only $3 49 for waist sizes up to 45. $3.98 for waist sizes 46 and up. All sizes include crotch piece.

WARD GREEN COMPANY, Dept. P-515
113 West 57 Street N. Y. 19, N. Y.

Gentlemen:

Rush for ten days approval the new Figure Slimmer. After wearing for ten days I can return it for full refund of purchase price if not completely satisfied with results.

Check one:

☐ Send C.O.D. and I will pay postman plus postage.

☐ I enclose $3.49. Send it prepaid. ($3.98 for waist sizes 46 and up.) EXTRA crotch pieces—50¢ ea.

My waist measure is.....inches

NAME.....

ADDRESS.....

CITY.....ZONE.....STATE.....

NOW!
The Greatest
HOSPITALIZATION VALUE EVER OFFERED

Smiling and healthy today — in a Hospital bed tomorrow! It can happen to you, and with shocking suddenness!

Sky-high Hospital bills can wreck your life savings if you don't have enough Hospitalization. *Mail Coupon Below!*

Look ahead! Think what a blessing it will be to fall back on reliable help with those Hospital bills. ACT NOW!

PROTECTS YOU and YOUR FAMILY

IN CASE OF SICKNESS or ACCIDENT . .

No Time Limit HOSPITAL PLAN

PAYS BENEFITS FOR FULL STAY IN HOSPITAL

MAIL COUPON

COSTS ONLY
Pennies a Day

This Policy is Sold Only By Mail! . . . It's Good Anywhere in U.S. and Possessions!

If sickness or accident puts you in a Hospital bed — you'll look back and thank your lucky stars you were wise enough to take out the "NO TIME LIMIT" Policy. It's the sensible, practical way to protect your own bank account against the onslaught of high Hospital costs. Ask anyone who's been through a siege of Hospital bills. They'll tell you what a comfort it is to have good, safe Hospitalization to fall back on. And we offer you so much more for your money. So ACT TODAY! Do it before trouble strikes.

YOU CAN GET MATERNITY

For slight extra cost husband and wife can have a MATERNITY RIDER attached to their regular Policy and this will entitle the couple to a liberal Benefit for childbirth confinement and care.

POLICY BACKED BY STRONG RELIABLE COMPANY

Our growth and strength lies in the good service we give our Policyholders. We do business in all 48 states and U. S. possessions. Claims are paid promptly in strict accordance with Policy provisions

LIFE INSURANCE CO. OF AMERICA
Wilmington 99, Delaware

WE PAY CASH DIRECT TO YOU

IN ADDITION TO WHAT YOU MAY COLLECT FROM OTHER INSURANCE

Go to the Hospital for a day, a week, a month, a year or longer—your "NO TIME LIMIT" Policy pays Benefits for Sickness or Accident just as long as you stay—*there's absolutely no time limit!*

My, what blessed help! What's more, the "NO TIME LIMIT" Policy pays off in cash direct to you — regardless of what you may collect from any other insurance policy for the same disability, including Workmen's Compensation. This is important — it means you can carry the low cost "NO TIME LIMIT" Policy IN ADDITION to any other insurance — then collect two ways in case of Hospital confinement. This is the way practical minded folks are protecting their savings against today's sky-high Hospital bills.

So be wise! If you're already insured with one Policy — get the "NO TIME LIMIT" Policy for vital EXTRA protection. Of course if you're not insured at all, then by all means get this Policy just as fast as you can — before it's too late.

ACCIDENTAL DEATH, SURGERY, POLIO BENEFITS

This is truly the opportunity of a lifetime. We give you more coverage, better coverage, longer coverage at a low cost you can easily afford. You get generous Hospital Room and Board Benefits for sickness or accident (Exclusions: Gov. Hosp., Rest Homes; Mental Diseases, War Casualties, Suicide.) . . . you get Cash Benefits for 73 Surgical Operations . . . in lieu of other benefits you get Lump Cash for accidental death . . . Cash Payment for loss of eyes, hands, feet . . . special Polio Protection. The policy can be continued at policyholder's or company's option. Maternity Rider is available at slight extra cost. There's no waiting period for benefits to start. One Policy covers individual or entire family, birth to age 75. You'll see the low costs in the booklet we send you. Remember — all benefits are paid in CASH DIRECT TO YOU. DON'T TAKE CHANCES — BE PROTECTED. Send for our FREE BOOK which tells all about this remarkable, low cost insurance value.

DON'T WAIT TILL IT'S TOO LATE! ACT NOW!

***Mail Coupon for* FREE BOOK**

NO OBLIGATION
NO AGENT WILL CALL

RUSH COUPON FOR VALUABLE FREE BOOK

LIFE INSURANCE CO. OF AMERICA
Dept. 655-AV, Wilmington 99, Del.

Please send me, without obligation, full details about your new, low cost NO TIME LIMIT HOSPITAL Plan. No agent will call.

Name .....

Address .....

City ..... Zone ..... State .....